OFFICIAL HANDBOOK

OF Information RELATING TO THE DOMINION OF CANADA

PUBLISHED BY THE GOVERNMENT OF CANADA (DEPARTMENT OF THE INTERIOR.)
WITH THE APPROVAL OF HER MAJESTY'S SECRETARY OF STATE FOR THE COLONIES.

JANUARY 1893.

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1893 CALENDAR. 1893

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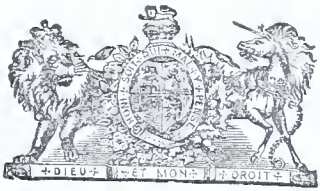

AN OFFICIAL

HANDBOOK OF INFORMATION

RELATING TO THE

DOMINION OF CANADA.

Published, with the approval of Her Majesty's Secretary of State for the Colonies, by the Government of Canada (Department of the Interior).

JANUARY, 1893

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Arms of the Dominion and of the Provinces of Canada.

ONTARIO.

QUEBEC.

Dominion of Canada.

NOVA SCOTIA.

NEW BRUNSWICK.

MANITOBA.

PRINCE EDWARD ISLAND

BRITISH COLUMBIA.

DOMINION OF CANADA.

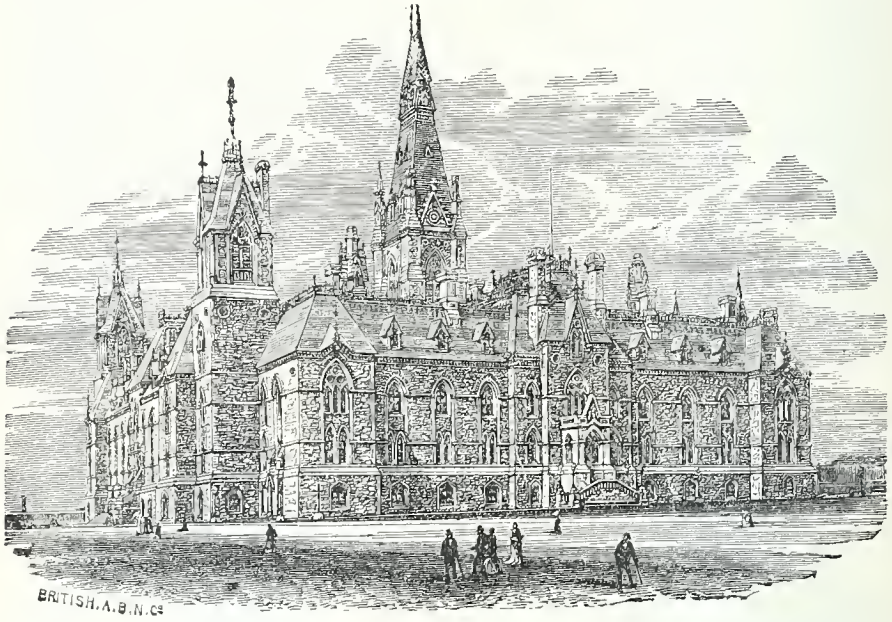
The Dominion of Canada came into existence on July 1st, 1867, under the terms of the British North America Act, by the union of the Provinces of Canada, Nova Scotia and New Brunswick ; the Province of Canada was divided into Upper and Lower Canada, which divisions are known now as Ontario and Quebec, respectively. It was subsequently augmented by the Province of Manitoba and North-west Territories in 1870, by British Columbia in 1871, and Prince Edward Island in 1873, and now includes the whole of British North America, with the exception of Newfoundland.

Area. The following figures show the computed area of the Provinces and Territories of Canada :—

	Square Miles.
Ontario	222,000
Quebec	228,900
New Brunswick	28,200
Nova Scotia	20,600
Prince Edward Island	2,000
Manitoba	*73,956
British Columbia	383,300
Provisional District of Assiniboia	about 89,535
" " Keewatin	" 282,000
" " Saskatchewan	" 107,092
" " Alberta	" 106,100
" " Athabaska	" 104,500
North-west Territories	906,000
Territory east of Keewatin and South of Hudson's Bay	196,800
Territory of Hudson's Bay	358,000
Islands in Arctic Ocean and Hudson's Bay	300,000
Great Lakes and River St. Lawrence east to longitude 66°, not included in above areas	47,400
Area of Canada	3,456,383

* This is for Manitoba as defined by Act of the Canadian Parliament.

Government grants. In districts where the inhabitants are divided in their religious opinions, and mixed schools are not possible, the law enables separate schools to be provided. Teachers are trained at Normal Schools at the public expense. For those who can afford it—and the cost is very small —there are schools of a higher grade, managed also by trustees. At these, as well as at many excellent private establishments, a classical education is given, and pupils are prepared for the professions. There are eleven universities and colleges which confer degrees in Divinity, Arts, Law, Medicine, Civil Engineering, &c., beside several that only confer degrees in Divinity—the Church of England, Roman Catholics, Presbyterians, Methodists and Baptists all having special theological colleges. There were upwards of 7,000 students in attendance at the various colleges in 1890, and more than one million receiving direct education in the schools of the country. For the higher education of girls there is also a number of colleges and schools. In no country in the world is good education more generally diffused than in Canada, and the highest prizes the country offers are open to all, rich and poor alike.



Departmental Buildings, Ottawa.—West Block.

The Administration of Justice. The criminal and civil laws of Canada, as well as their administration, ensure impartial justice for all, and give everywhere a sense of satisfaction. The criminal law is based upon the English system. The judges are appointed by the Crown during good behaviour ; and they are chosen, whatever Ministry may be in power, from among those who, by their ability, learning, and standing at the Bar, have worked their way to the front rank of their profession.

The Courts. The highest is the Supreme Court of Canada, composed of a Chief Justice and five puisne judges. It has appellant jurisdiction throughout the Dominion, in criminal as well as in civil cases. There is also an Exchequer Court, for trying cases connected with the revenue,

which also has jurisdiction as a court of Admiralty. These are the only Dominion courts, all the others being provincial. Among the latter are the Court of Chancery, the Court of Queen's Bench, the Court of Common Pleas, the Court of Error and Appeal, the Superior Courts, the County Courts, the General Sessions and Division Courts. In the chief towns and cities there are stipendiary magistrates, who sit daily for the hearing of ordinary police cases. They also have jurisdiction in certain civil cases, such as the non-payment of wages. Aldermen of cities have magisterial powers, *ex officio*. In all parts of the country there are justices of the peace, holding their commissions from the Lieutenant Governors, who enquire into cases which may arise within their respective jurisdictions. The system of trial by jury everywhere prevails. The expenses of litigation are, as a rule, less than in England, on account of the efforts which have been successfully made to simplify all proceedings.

The Military Forces of Canada.

The active militia consists of about 40,000 men, and although legislative power exists to enable the Government to keep up its strength by ballot if occasion should arise, and to call up nearly the entire male population to serve under arms in case of emergency, service is cheerfully offered, and no difficulty is experienced in keeping up the proper strength of the force. The various battalions of the force, which is under the command of a general officer of the English Army, are called out for a number of days' drill each year, for which the officers and the rank and file receive payment. Commissions are granted to persons living in the Dominion who are able to pass the qualifying examination imposed by the regulations. The routine work of the force is very similar to that of the British volunteers ; and the Dominion Rifle Association has for many years sent a team of its best shots to the great meeting at Wimbledon camp, and the last three years to the new camp at Bisley, where they have always received a cordial welcome, and where they have, as a rule, successfully upheld the credit of the force whose representatives they were. On more than one occasion the admirable organization of the force has been put to the proof ; and during the rising in the North-west in 1885, the manner in which a sufficient number of men was collected, the rapidity with which they were conveyed to the seat of disturbance, the skill with which they were provisioned, and the general conduct of the operations, excited the admiration of the military authorities in the United Kingdom and in the United States. The zeal displayed on that occasion showed the whole Dominion to be united in the determination to preserve its integrity.

A small regular force has also recently been organized, consisting of about 1,000 men, divided into cavalry, artillery and infantry, forming military schools in various parts of the Dominion, where courses of instruction are given to the officers and men of the militia regiments. It is well to say, however, that no difficulty is experienced in filling any vacancies that may occur in this force, and that no persons are encouraged to go out to Canada on the chance of securing commissions.

The Royal Military College of Canada, at Kingston, Ontario (Major-General D. R. Cameron, R.A., C.M.G., Commandant), is well known in official circles as an excellent school for military and general training. Four commissions in the British Army are regularly granted to graduates each year ; and the merits of the institution were recognized recently by a much larger number of commissions being voluntarily placed at the disposal of the cadets by the Imperial authorities through the Minister of Militia and Defence. Only boys whose parents have resided in Canada for at least five years are eligible for admission to the college, and they are also required to pass a matriculation examination.

Police. The police force throughout the Dominion forms part of the municipal system, and is paid from local or municipal taxes, with the exception of a very small force maintained by the Dominion in connection with the Parliament buildings, and of the North-west Mounted Police.

Naturalization. No question of naturalization arises in connection with the emigration of British subjects to Canada. Settling in the Dominion makes no more change in this respect than a removal from York, Glasgow, Swansea, or Dublin, to London, and a new arrival has all the privileges of a Canadian-born fellow-subject. This is very important when compared with the position of a person who contemplates emigration from the United Kingdom to the United States, for example. It is required that every one from the British Islands who desires to become an American citizen shall take two oaths, one of intention and one of fact, the latter after five years' residence. The effect of these oaths is pointedly and specifically to renounce allegiance to the Queen, to give up one's British birthright, and in the event of war to become an enemy to the land of one's birth. In some of the States—the great State of New York, for instance—a British subject cannot hold real estate without taking such oaths, and cannot in any of the States exercise any of the political rights of American citizenship without so doing. On the other hand, for foreigners the Canadian naturalization laws are marked by a spirit of liberality, and such persons can transact any business and hold real estate without being naturalized. By residing three years and taking the oath of allegiance they become naturalized British subjects. The oath is one of simple allegiance, and does not require any offensive renunciations. Naturalization confers political and all other rights.

Postal System. The postal system of Canada extends to every village and hamlet in the land. There is what is called a "city rate"—that is, for the delivery of letters in the city in which they are posted—of 2 cents per ounce. The ordinary rate in the Dominion and between Canada and the United States is 3 cents (1½d.) per ounce or fraction thereof, and to and from the United Kingdom 5 cents (2½d.) per half ounce. The newspaper postage in Canada is nominal, and there are parcel, sample and book posts at cheap rates.

Money Orders. The money order system is similar to that in operation in England. The commission charged on local orders ranges from 2 cents (1d.) for 4 dollars, say 16s., to 50 cents (2s. 1d.) for 100 dollars, say £20. Money orders are also issued payable in the United Kingdom, on the same terms as those charged on similar orders issued in Great Britain, payable in Canada.

Telegraphs. The telegraph system in Canada is in the hands of public companies chartered by Act of Parliament, but the Government also owns some of the wires, chiefly in connection with the fisheries. The rates are very moderate, and every town and village of any importance possesses telegraphic facilities. The telephone is also in very active operation in most of the towns and cities of Canada, and is used to a very great extent, the number of telephone messages sent yearly being about sixty-four millions.

Newspaper Press. The Canadians are well supplied with newspapers. Every considerable village in the Dominion publishes its newspaper, and in all the large towns there are several. These newspapers are for the most part conducted with energy and ability. They are supplied with full telegraphic reports from all parts of the globe. All important

news that transpires in the United Kingdom and Europe is instantly published in Canada ; and, in fact, owing to the difference in time, an event which takes place in London at five o'clock in the afternoon may be known in Canada at about noon of the same day. It happens often that important events which occur in England in the early forenoon are published in the morning papers of the same day in Canada, while it is quite impossible that the same news can appear in the morning papers of England until the next day. There are special commercial publications, as well as monthly periodicals devoted to agriculture, manufactures, mining and timber interests, literature, law, medicine and branches of science.

Social Conditions. Inquiry is often made as to social conditions in Canada, as compared with Great Britain. It may be stated that the distinctions of caste do not exist to the same extent as in the mother country. There is a careful preservation of those traditions which give the general features to English society, but there is no feudal nobility in Canada ; almost every farmer and agriculturist is the owner of his acres —he is his own master, and is free to do as he wills. This sense and state of independence permeate the whole social system, and produce a condition of social freedom unknown in older countries. With regard to the liquor traffic, local option generally prevails. By an Act of the Dominion Parliament marriage with a deceased wife's sister was legalized in 1882. As already explained, religious liberty prevails ; education is practically free and unsectarian ; and there is a liberal franchise. Members of Parliament are paid an indemnity. There is no system for legalizing pauperism, although orphans and the helpless and aged of both sexes are not neglected, being cared for under the municipal system before referred to, and by churches and charitable institutions. Altogether, a Canadian is able to look with pride and satisfaction upon the free and independent position which he enjoys.

Climate. The climate of Canada is a subject on which many persons get astray. Canada is one of the healthiest of countries ; the returns of the military stations which existed until recently, and those relating to Halifax at present issued, prove this conclusively, apart from the general healthfulness of the population, which is a subject of remark by all visitors and new settlers. The census of 1891 showed that the death rate in Canada was one of the lowest rates recorded on the list of countries which have collected the necessary statistics. It is a significant fact that the complaints against the climate refer, at the present time, particularly to Manitoba and the North-west Territories. The statements now being made respecting Manitoba were formerly applied to Ontario, Quebec, Nova Scotia and New Brunswick. These provinces, it was said, could never grow fruit to any extent ; it would be impossible that they should ever become famous for raising cattle ; and the season was manifestly too short to permit of agricultural operations being carried on successfully and profitably. It is hardly necessary to state how completely these allegations have been falsified, and every year is proving the fallacy of similar statements respecting the western provinces. Canada has a reputation for fruit far beyond its boundaries. Canadian apples probably bring the highest price of any that are imported into the English markets. Those who have visited the country know that it is famous for many other fruits besides apples, and that many species grown in England under glass, such as grapes, peaches, melons and tomatoes, flourish in Canada in the open air. But Canadian farmers do not confine their attention entirely to grain and fruit-growing. As a cattle country, Canada is taking an important position. Not only are there sufficient cattle and sheep and other animals to supply the demands of its own population, but, on a five years'

average, 110,000 head of cattle and over 350,000 sheep are exported annually. The larger proportion of the cattle is sent to Great Britain, while the sheep principally go to the United States. There is no prevailing cattle disease in Canada, so that the farmers are very fortunate in this respect. Horse breeding is also attracting much attention. There are many articles of Canadian farm produce which are receiving considerable notice in Great Britain, notably cheese, butter and eggs ; in fact, the dairy industry is growing more and more important every year. The total value of domestic exports under the headings of "Animals and their Produce" and "Agricultural Products," in 1891, was nearly $40,000,000 ; of this the United States took about $11,500,000 representing chiefly horses, horned cattle, sheep, butter, eggs, apples, barley, beans, oats, pease, wheat, flour, hay, and potatoes and other vegetables. That the climate is not in any way injurious to agricultural pursuits is proved by the increase of the agricultural population, the largely extending area of land brought under cultivation, and the rapidly increasing quantity of produce that is grown and exported. In 1891 the value of the agricultural exports was $14,000,000 ; of this, over 7¼ million dollars represented barley, oats, rye, wheat, hay, potatoes, etc., sent to the United States. The Government of the United States during the past few years has recognized the wonderful agricultural capacities of Canada by increasing the tariff rates on the products of the farm under the McKinley Bill, thus seeking to reduce the competition from Canadian farmers which United States' farmers felt severely. It is not generally understood that the farmer in Canada has to perform in the winter very much the same sort of work as the farmer in Great Britain. After the harvest is over he does as much ploughing as possible, until the end of November. Very little actual work is done on the land in either country during midwinter, for equally obvious, though different, reasons. But cattle have to be fed, the dairy attended to, cereals threshed, machinery put in order, buildings repaired, and carting done, which latter, by the way, the Canadian farmer, owing to the snow, is able to do very cheaply. It may be that the spring commences two or three weeks later than in England ; but the conditions for the rapid growth of all produce—warm sunshine and a sufficiency of rain—are so favourable that the crops of the two countries are about equally advanced by the middle of July. At Montreal the river, on an average for the last ten years, was closed for navigations 141 days annually ; the bay at Toronto 123 days ; and the Welland Canal about the same period. In considering these figures it must be remembered that, although navigation is reported as closing or opening on a particular day, the river or canals are possibly navigable for several days in addition, as the steamers and other vessels have to leave before the frost commences, and they do not enter the river until some days after there is open water. The average winter may therefore be taken at about four and a-half months—sometimes it is longer by a few days. Between Manitoba and the North-west and Ontario there is a difference of a few days—in favour of the latter. British Columbia probably possesses the finest climate in North America, having all the advantages of that of England, without its disadvantages. Any Canadian or Englishman who has spent a winter both in the Dominion and in Great Britain will have no hesitation in saying which climate he prefers.

The intensity of cold may be accurately ascertained by a thermometer, but not so its effects upon the human system. The humidity or the dryness of the atmosphere in such circumstances decides its degree of comfort or discomfort, and largely its healthiness or unhealthiness. In Canada, although one must be prepared for extreme temperatures, the air is dry, bracing and exhilarating, and consequently the climate is pleasant and

healthy to live in. Then, again, in Canada one is always prepared for the cold, and in winter the houses are far warmer than in Great Britain. In the spring and summer wild flowers are as common as in England ; and in August wild fruit and delicate ferns abound. Of course, there are good and bad seasons in Canada, as everywhere else ; but, taken altogether, the climate will compare very favourably with other countries in similar latitudes.

The Tourist, Artist and Sportsman. The tourist, the artist and the traveller will find much that is picturesque and grand in the scenery of Canada. The land of Evangeline ; the great river St. Lawrence, with its rapids ; the old city of Quebec ; the Thousand Islands, the great lakes, Niagara Falls and the pastoral scenery in western Ontario ; then on through the country north of Lake Superior to Winnipeg and the prairies, until the magnificent mountain, forest and water scenery of the Rocky Mountains and British Columbia is reached, and the eye rests on the waters of the Pacific Ocean.

The country is equally interesting to the sportsman in the proper seasons. In the outlying districts, away from the settlements, and in the mountains, bears, moose, deer, wild sheep and goats are found, while smaller animals and almost every variety of bird exist in great numbers. Most of the streams abound in fish, from the salmon and trout to the minnow, and the angler will find abundant sport in any of the provinces.

Indians. The Indian population of Canada numbers about 123,000, located upon reserves in different parts of the country. There is a special department of State to administer Indian affairs, and the Indians are not only peaceable, but fairly contented and happy. There are 7,554 children being educated in the day, boarding and industrial schools established on, and off, the different reserves. These schools number 268. The boys attending the industrial institutions are taught trades, farming, etc., and the girls sewing, knitting, house work, etc., in addition to the ordinary branches of education. They have a large area of land under cultivation, and own live stock and implements to a considerable value. In fact, their intellectual and industrial progress has been so marked as to justify the extension of the franchise to the aboriginal population of the older provinces. The late Bishop of Saskatchewan, who was justly regarded as an authority on the subject, said, in a very interesting address delivered at the Royal Colonial Institute in 1883, that he looked forward to the day when we should see the Indian population making their bread honestly side by side with the white men who had come into the country as immigrants ; and that this would be the direct result of the eminently wise, far-seeing, and thoroughly English policy which had been so consistently pursued by those who had conducted the destinies of the people of Canada.

Railway and Canals. There are about 15,000 miles of railway in Canada at the present time. Every place of any importance has its one or more railway stations. The three principal systems are the Canadian Pacific (5,564 miles), Grand Trunk (3,143 miles), and the Intercolonial, including the Prince Edward Island Railway (1,353 miles). The rest of the mileage is made up of smaller lines in the various provinces. The total paid-up capital in July, 1891, was $816,647,760, to which the Dominion and Local Governments and municipalities had contributed in one way or other $192,470,000. The number of passengers carried in 1891 was 13,222,568, and the freight was 21,753,290 tons. The total receipts for the year were $48,192,099, an increase of nearly 150 per cent over the figures of ten years before—notwithstanding the great reduction in

the cost of transport in the meantime made by the railways. There is no country in the word better served by railways than Canada.

The Canadian Pacific Railway.

This line is now in operation from the Atlantic to the Pacific Ocean, and the rapidity and energy displayed in its construction, and its importance to the future of the Dominion, deserve special mention. Until 1881 the line was under construction by the Government, but in that year the work was undertaken by the Canadian Pacific Railway Company, the contract requiring its completion in ten years. It was, however, finished in November, 1885—nearly six years before the stipulated time; and it certainly occupies a place as one of the greatest engineering achievements of modern times. It is the shortest of the great trans-continental lines, the distance from Montreal to Vancouver being 600 miles less than from New York to San Francisco. By the Canadian Pacific Railway, too, New York, Boston and Portland are brought within from 300 to 500 miles nearer the Pacific coast by rail than formerly; and the distance from Liverpool to Japan and China is, *viâ* the Canadian line, shortened by about 1,000 miles. The Pacific and the Intercolonial railways have cost Canada in construction about £24,000,000 stg. The Pacific had also a land subsidy of 18,200,000 acres. The Canadian Confederation may be considered as having been consolidated by means of this railway. Each province has now communication with the others and with the seaboard, and in consequence a great impetus has been given to trade and commerce. Eastern Canada has long had railway facilities, but Manitoba, the North-west, and particularly British Columbia, have until recently remained more or less isolated, and therefore practically undeveloped. The Canadian Pacific Railway, however, has brought this state of things to an end. Besides, it has opened up a large tract of fertile land in Manitoba and the North-west, ready for the plough and considered to be the largest wheat field in the world. It is at least 900 miles long and 300 miles wide, or an area of over 200,000,000 of acres, all more or less suitable for agricultural purposes, for the raising of wheat and other crops, and the breeding and feeding of cattle; and its population is rapidly growing. Without the railway the country must have remained an "illimitable wilderness," as Lord Beaconsfield described it. With it, there is afforded the prospect of bright and happy homes for millions of inhabitants, increased markets for local and British products, and, it is hoped, a new era of prosperity for the Dominion. Branch lines have already been made in different parts of the North-west. The splendid Saskatchewan country, hitherto closed to settlement, has been opened recently by two new lines. Others are projected, including one between Winnipeg and Hudson's Bay in anticipation of the route between Hudson's Straits and Liverpool becoming available for a sufficient time each year to fit it for commercial purposes. The Canadian Pacific Railway's lines in Southern Manitoba and Eastern Assiniboia have also been extended, securing the opening of the Souris coal fields and an unlimited supply of cheap fuel to the settlers. Not only have the people of Manitoba connection with the Pacific Ocean and with Eastern Canada through British territory, and access to the great lakes, but there are also three lines running to the United States boundary, joining there the American system of railways. Coal has been discovered in large quantities not only in the south-western part of Alberta, on the line of the Alberta Railway and in the Rocky Mountains, but also along the line of the Canadian Pacific Railway; mines are worked, coal is now sold at all the railway stations at a reasonable price, and dependence has no longer to be placed upon the supply from United States sources.

Hitherto the markets of China and Japan, New Zealand, Australasia, India and the Pacific coast of South America have been closed to Canada, but access has been gained to them under improved conditions, which give Canada advantages of time and distance over all others countries. A regular line of steamers has for some time been running between Vancouver, Yokohama, Shanghai and Hong Kong, and in consequence of the Imperial Government having determined to establish a mail service *viâ* this route, between England and the East, and of subsidies granted both by the Imperial and Dominion Governments, steamers unequalled by any hitherto seen on the Pacific are now in that service. These have further increased the saving of time, and afford additional facilities for traffic of all kinds. As a result of this service the mails were conveyed during August of 1891 from Yokohama to London, England, in 21 days, or less than one-half the time taken by the Suez Canal route. Canada has over 7,000 vessels on the shipping register, mostly owned in Atlantic ports, and there is every reason why a similar prosperity and marine enterprise and development should take place on the Pacific. The new railway is sure to be a favourite overland route to the East. Imagine a sail up the St. Lawrence, a short stay at Quebec, Montreal, Ottawa, Toronto, Niagara, then on the great lakes, or along their shores, to Winnipeg, across the prairies, and through the magnificent scenery of the Rocky Mountains to British Columbia and the waters of the Pacific Ocean !

Important as the line is locally, it is of equal importance as an Imperial work. It is generally felt that the value of the Suez Canal might easily be impaired in the times of war ; and it would be possible to place too much reliance upon the Cape route in similar circumstances, owing to the long sea passage and the difficulties of coaling. But the Canadian Pacific Railway affords a new, quick, alternative route to the East, and it has not cost the Imperial Government a penny. It is available for the carriage of both troops and munitions of war. They could be conveyed from Great Britain to China and Japan quicker than by any other route, to Brisbane or Sydney as rapidly as by the Canal, and to India in a very few days more. Indeed, should the British Government, in the event of difficulties being unhappily anticipated in the East, at any time send troops to Halifax or British Columbia, as on similar occasions in late years to Malta and Cyprus, these could be moved thence to India in less time and with much less risk than by any other route. Then, again, the British fleets command both the Atlantic and Pacific ends of the line. Halifax is the station of the North Atlantic squadron, and Esquimalt of the Pacific squadron. There are large coal fields near each of these ports, and graving docks capable of holding the largest vessels have been built at both places. In view of these circumstances, it is not surprising that there has been a remarkable expression of opinion in testimony of the value of this railway, as adding to the strength of the Empire.

Canals and River Systems. The canals of Canada and the river improvements have cost a large sum of money, and they are works of immense utility and importance. The channel of the St. Lawrence has been deepened, so that the largest ocean-going vessels go up as far as Montreal, 1,000 miles from the Atlantic Ocean. There are over five miles of wharves at this city, and every facility for loading and discharging ships. At Quebec, also, there are facilities for an immense shipping trade. Then, there is a system of canals to overcome the St. Lawrence rapids and the difference in the levels to the Great Lakes (600 feet), which affords uninterrupted navigation from the Straits of Belle Isle to the head of Lake Superior, a distance of 2,384 miles, of which 71¾ miles are canals. The locks range from 200 to 270 feet long by 45 feet wide. The depth

of water is from 9 to 14 feet, and works are in progress which will make the whole route available for vessels drawing 14 feet. There is also a canal system to overcome the difficulties of the River Ottawa between Montreal and Ottawa ; one opens navigation between Ottawa and Kingston, and another connects Lake Champlain with the St. Lawrence. In Nova Scotia the St. Peter's Canal connects St. Peter's Bay with the Bras d'Or Lakes. There is also navigation on the lakes in the North-west, and on the Red River, the Assiniboine and the Saskatchewan, the latter being navigable for over 1,000 miles. These water highways are much used for the conveyance of various products, and are of great benefit to the Dominion.

Revenue. The consolidated revenue for the year ending 30th June, 1891, was made up as follows :—

Customs	$23,399,301
Excise	6,914,850
Other sources	8,265,160
	$38,579,311

The expenditure during the same period was $36,343,568.

The deficits of 1884–5 and 1885–6 were largely owing to unforeseen expenses in connection with the North-west Rebellion. The following are the receipts and expenditure on account of the Consolidated Fund since 1880. They show that in the eleven years the surplus revenue, after deducting the deficits before referred to, has amounted to seventeen million dollars.

—	Receipts.	Expenditure	Surplus.	Deficit.
	$	$	$	$
1880-1	29,635,298	25,502,555	4,132,743	
1881-2	33,383,456	27,067,104	6,316,352	
1882-3	35,794,649	28,730,157	7,064,492	
1883-4	31,861,962	31,107,706	754,256	
1884-5	32,797,001	35,037,060	.....	2,240,059
1885-6	33,177,040	39,011,612	.....	5,834,572
1886-7	35,754,993	35,657,680	97,213	
1887-8	35,908,463	36,718,495	.....	810,032
1888-9	38,782,870	36,917,835	1,865,035	
1889-90	39,861,368	35,857,130	3,933,252	
1890-91	38,579,311	36,343,568	2,235,743	
			26,399,186	8,884,663

Taxation as represented by the customs and excise, amounted in 1891 to $30,314,151, or $6.26 (25s.) per head, as compared with 40s. 6d. in the United Kingdom, 27s. 8d. in the Cape of Good Hope, 61s. 8d. in Australasia (1887). Municipal taxation is also very light.

Public Debt. The gross amount of the public debt on 1st July, 1891, was $289,899,230, from which have to be deducted assets, $59,090,199, making the net debt $237,809,031, or £10 1s. 9d. per head. The average rate of interest, in the year 1891, paid on the gross debt, was 3·35 per cent, but after deducting interest received from investments the rate was reduced to 2·93 per cent.

The total amount of debt payable in England on 30th June, 1891, was $188,040,134, and the several investments for sinking funds amounted to $26,555,615. The balance of the debt represents liabilities payable in Canada.

The net debt at Confederation (1867) was $75,728,641, and the increase up to 30th June, 1891, has been $162,080,000. The principal objects upon which it has been expended are : Railways, $114,000,000 ; canals, $36,685,000 ; Government buildings and miscellaneous public works, $29,486,000 ; acquisition and management of the North-west Territories, $5,356,035 ; and lighthouses and navigation, $8,336,195. In 1891 the total capital expenditure was $3,115,860.

Thus the people of Canada, since 1868, have not only increased their public debt by the sum of $162,080,000, but have paid out from their own resources the sum of $25,916,500 to facilitate the construction of these public improvements.

The total amount expended on these works prior to Confederation was : On railways, $32,286,253 ; on canals, $19,657,922 ; public works, $10,690,917 —making a total expenditure of $257,583,968 on public works.

The total amount of provincial debts assumed by the Dominion at Confederation and since 1867 has been $109,430,148, leaving the sum of $128,378,882 as the actual net liability created by the Dominion Government since Confederation.* Although the amount of the public debt is increased by the assumption of the debts of the provinces, this is not the creation of a new debt, but a simple transfer of liability from the provinces to the Dominion ; and the burden on the people is actually lighter, inasmuch as the Government have been able to exchange the high interest-bearing bonds of the provinces for their own bonds at a lower rate.

Canadian Government securities are a favourite investment in the British market, and the position of the country's credit will be better understood when it is stated that while not very long ago 5 per cent had to be paid for loans, one of the loans recently issued was placed at 3½ per cent, and is now (July, 1891) at a premium of 4. Canada issued, in June, 1888, the first colonial 3 per cent loan. The amount required was £4,000,000, and the minimum price was fixed at 92½. Tenders were, however, received for £12,000,000, and the issue was alloted at an average price of £95 1s. per cent. A more recent 3 per cent loan (June, 1892) for £2,250,000, was successfully floated, tenders having been received for upwards of £7,000,000.

Imports. The value of the imports in Canada entered for consumption for the year ended 30th June, 1892, was $116,982,943, and is constantly increasing, the value being over $3,600,000 more in 1892 than in the previous year. The duty collected amounted to $20,550,581, equal to $4.25 per head of the population.

Considerable changes have taken place in the import trade of Canada in the last ten years. There has been a falling off in the imports of manufactured goods, but the deficiency has to a great extent been made up by an increased importation of raw material.

Cotton goods were imported in 1867 to the value of $7,675,433 ; in 1875 they were valued at $11,301,313 ; in 1879 they were $6,638,583 ; in 1882 they advanced to $12,767,575 ; but since then they have been gradually falling, until in 1890 the value of such imports was only $4,029,110. On the other hand, the imports of raw cotton have increased from 1,245,000

*Of this amount the sum of $10,193,529 was added to the debt by the purchase of 6,793,014 acres of land from the Canadian Pacific Railway.

pounds, in 1868, to $39,500,000 pounds in 1891. Silk has not shown great fluctuations, but good times have had a tendency to increase such importations. The imports of manufactures of all kinds in 1887 were $56,935,191, and in 1890, $61,900,423, as against $68,501,345 in 1883 and $67,593,759 in 1874. Iron and steel and manufactures thereof are also imported from outside in much less quantities than hitherto. All these things—taken in connection with the increased population—demonstrate clearly the fact that the home manufacturing industries have largely developed and increased. It is also clear from the statistics that the imports of raw material are much greater than they were. This is specially evident in the case of cotton, wool and pig iron. As bearing upon this point, attention may be called to the great increase in urban population. In 1871 there were twenty cities and towns of 5,000 inhabitants and over, with a population of 430,043; in 1881 there were thirty-five, and in 1891 there were forty-seven, containing over a million of the population of Canada. Winnipeg had a population of 6,000 in 1881 and of 25,642 in 1891; and Toronto had 96,000 in 1881 and 181,220 in 1891. The position of the manufacturing industries of Canada in 1891 and the advances made may be gathered from the following table, taken from the census returns:—

	1871.	1881.	1891.
Capital invested	$ 77,964,020	$165,302,623	$353,836,817
Hands employed	187,942	254,935	367,865
Amount of yearly wages	40,851,009	59,429,002	99,762,441
Total value articles produced	221,617,773	309,676,068	475,445,703

Exports. The exports of Canada in 1891 were valued at $98,417,296, made up of—Canadian produce, $88,801,066; and other produce, $9,616,230. The fiscal year 1891-92 shows an increase over the exports of the previous year of over one-sixth.

The following are the exports of home products for 1891 by classes:—

The Mine	$ 5,784,143
The Fisheries	9,715,401
The Forest	24,282,015
Animals and their produce	25,967,741
Agricultural products	13,666,858
Manufactures	6,296,249
Miscellaneous	174,665
Short return	2,913,994
	$88,801,066

These figures do not give an accurate idea of the total trade of Canada, and the same remarks apply to the imports. They only embrace the outside trade, and do not include the large business which naturally takes place between the provinces. It is scarcely possible to estimate what the interprovincial trade is. It has been estimated for 1889 at $80,000,000; it was in 1867 about $4,000,000. The freight earnings on the various railways amounted in 1891 to $30,548,646 for the carriage of 21,753,290 tons, and the canal tolls to $330,350 for 2,900,000 tons of freight; the tonnage of shipping engaged in the coasting trade has also increased from 11,047,661 tons in 1878 to 24,968,130 tons in 1891. These figures serve to show the magnitude of the local carrying trade. In addition, attention may be again called in this connection to the great increase in all the local industries connected with the mine, forest, fisheries, agriculture and manufactures, and it is proposed to say a few words under each of these headings.

The principal countries to which goods are exported are Great Britain, the United States, Newfoundland, West Indies, South America and Australasia. With other countries also the trade is rapidly growing, particularly with China and Japan, France, Germany and other European countries.

The Mine. The exports under this head are chiefly coal, gold, copper, iron, phosphates, salt, antimony, mineral oils, asbestos, nickel and gypsum. Gold mines are worked to a small extent in Ontario, Quebec and the Territories, but largely in Nova Scotia and British Columbia, the production from these two provinces in 1890 having amounted to $1,166,-227. In British Columbia there are yet immense fields to open up. Silver mines are being worked in Ontario ; and the Lake Superior silver deposits have been the richest yet discovered in Canada. There are various deposits of minerals of all kinds in British Columbia. Iron ore is found all over the Dominion, and many mines have been successfully worked. Some of the Canadian iron ores are among the most valuable in the world. Copper is mined to a considerable extent both in Quebec and Ontario, and the deposits of the ore are of great extent.

There are very large coal deposits in Nova Scotia, and many mines are profitably worked. This coal is sent by the River St. Lawrence and by rail into the interior. The coast of British Columbia is very rich in coal, of a quality which commands a preference in the markets of San Francisco, notwithstanding the United States coal duty. Tests made by officers of the United States Government show the British Columbian coal to excel that of California, Washington Territory or Oregon by one-fourth in steam-making power. The total production of coal in the Dominion in 1879 was 1,152,783 tons, and in 1890, 3,117,661 tons.

As regards the North-west Territories, coal is known to exist over a vast region to the east of the Rocky Mountains. This region stretches from 150 to 200 miles east of the mountains, and north from the frontier for about a thousand miles. In places where the seams have been examined they are found to be of great thickness and of excellent quality. Beds of true bituminous coal have been found. There are also large quantities of lignite, which for local use, where wood is scarce, proves a useful fuel. It also occurs in considerable quantity along the valley of the Souris River, near the frontier, 150 miles south-west of Winnipeg, to which a branch of the Canadian Pacific Railway has been constructed for the express object of making this supply of fuel available for consumers in Winnipeg and Manitoba generally. Good seams of anthracite coal are being worked in the Rocky Mountains at Anthracite and Canmore, and all these coals are now carried east and west by the Canadian Pacific Railway—facts of the greatest importance to settlers on the vast fertile belt of treeless prairies east of the mountains. The largest and most important coal mine in the North-west, however, is what is known as the Galt mine at Lethbridge, on the Belly River, in Southern Alberta. This mine is the property of the Alberta Railway and Coal Company, by whose lines of railway it is supplied extensively to the smelting and mining works in Montana to the south, and to the Canadian Pacific Railway and the towns along its route west, north and east.

Specially among the minerals which are used for agricultural purposes may be mentioned apatite or phosphate of lime. The growing demand for this valuable material has led to a great increase in production, both for home use and exportation. In 1890, 31,753 tons were mined. The attention of the Canadian farmers is being directed to the valuable properties of this mineral as a fertilizer. The percentage of purity of native Canadian phos-

phate ranges from 70 to 95 per cent. It is said to produce valuable results when applied to land in its raw state, reduced to a fine powder. But the conditions for manufacturing it into superphosphates are favourable in Canada. Phosphate of lime is found in large and easily-worked deposits throughout a large extent of country in the Ottawa River valley. The largest deposits have been found on the Quebec side. Nickel may also be mentioned as a new-found metal required in increasing quantities for the world's consumption. The nickel contents of the matte shipped at Sudbury, in 1891, are stated to be 5,352,000 pounds. The Canadian asbestos is pronounced the best in the world. In 1890 the quantity mined was 8,000 tons, worth $1,039,661.

Petroleum is known to exist in several parts of the Dominion, but the wells have been profitably worked only in Ontario. The production from them is very large, and appreciably adds to the wealth of the Dominion. Very extensive sources of petroleum have also been found in the North-west and in the Rocky Mountains.

Salt is found in the North-west; but the principal deposits are at Goderich and other places in Ontario, where there are extensive salt works. Salt is also found in New Brunswick.

Building stone of excellent quality is widely distributed in all the provinces, and there are numerous quarries of dolomite, limestone, sandstone and granite, from which blocks of every size required can be obtained. There is also a great variety of marbles, but only a few quarries have yet been opened.

Gypsum is found in great abundance in New Brunswick, Nova Scotia and Ontario. It occurs also in Manitoba and the Territories. It may be procured at a cheap rate in any of the older provinces as a fertilizer.

Excellent peat is found in large deposits in all the provinces.

The Fisheries. These are the largest in the world, embracing fully 8,000 miles of sea coast, in addition to inland seas, innumerable lakes and a great number of rivers. They offer many advantages to those engaged in similar occupations in the United Kingdom, and who have suffered from the bad seasons of recent years. The display made by Canada at the Fisheries Exhibition in London in 1883 attracted very considerable attention.

The products of the fisheries, exported and sold on the Dominion markets in 1891, amounted to $18,978,078 ; but this by no means represents the value of the total catch, for in Canada the home consumption is very great —100 pounds per inhabitant being calculated, as against 30 pounds in England. As the fisheries extend throughout the length and breadth of the Dominion, almost every settler is afforded an opportunity for catching fish for domestic use ; this renders it impossible to give full returns of the whole catch. It is approximately estimated that the value of the home consumption per annum was $13,000,000, giving a total of $32,000,000 as the yield from less than half of the Canadian fisheries, exclusive of the catch by foreign fishermen. The fisheries on the Pacific coast are most valuable and extensive, but are yet only partly developed. The total pack of canned salmon in the Fraser River, in 1891, reached over 15 million pounds, and in 1890, was 20 million pounds.

The sea fisheries are well-nigh inexhaustible—a fact attributable to the fishes' food supply being brought down by the Arctic currents from the northern seas and rivers. This consists of living slime, formed of myriads of minute creatures which swarm in the Arctic seas and are deposited in vast and ever-renewed quantities upon the fishing grounds.

Salt-water fishes of nearly every variety are to be found along the Canadian coasts, but the marine fisheries of greatest commercial importance are the cod, herring, mackerel, lobster, salmon and seal.

The fresh-water fisheries are also of great importance, the immense lakes and rivers supplying an abundance of fish of great commercial value, both for home consumption and export, besides providing sportsmen with some of the finest salmon and trout fishing to be found anywhere.

The value of the yield of some of the principal fish in 1891 was—Cod, $3,827,708 ; herring, $2,294,914 ; lobsters, $2,252,421 ; salmon, $2,256,249 ; mackerel, $1,969,570 ; haddock, $525,595 ; trout, $661,344 ; hake and pollock, $559,300 ; whitefish, $791,185.

Much attention has of late years been given to the development of the fisheries. The Federal Government has granted a yearly sum of $150,000 as a bounty, to be divided, according to catch, among the vessels and boats engaged in the prosecution of the sea fisheries. One result has been an increase in the number, and a great improvement in the build and outfit, of fishing vessels. It has also provided fish-breeding establishments, of which there are twelve, in different parts of the Dominion, and yearly millions of fish are hatched and placed in the rivers and lakes. Large sums of money have also been expended in harbour improvements and breakwaters. The principal fishing stations in the Gulf of St. Lawrence have been connected with each other by land telegraphs and cables, by which means information is promptly given of fish " strikes " at any particular point, thereby saving the fishermen days and nights of fruitless exposure and cold.

The numbers of men, vessels, boats, and fathoms of nets employed in the fisheries, in 1891, are as follows :—

FISHERIES OF CANADA, 1891.

Provinces.	Men.	Vessels.			Boats.		Nets and Seines.		Other Material Value.
	No.	No.	Tonnage.	Value.	No.	Value.	No. of Fathoms	Value.	
				$		$		$	$
Nova Scotia	24,376	580	27,424	1,231,575	13,344	292,760	2,284,906	592,717	609,180
N. Brunsw'k	12,222	134	2,186	67,940	5,794	276,454	530,612	389,881	698,605
P. E. Island	4,026	66	2,212	63,140	1,363	42,447	100,000	69,001	201,700
Quebec.....	12,530	54	1,901	47,600	6,429	173,068	268,823	158,998	152,684
Ontario.....	2,920	58	1,444	125,950	1,145	108,832	1,441,695	241,305	827,875
B. Columbia	8,666	130	4,109	570,150	1,858	103,238	285,818	178,257	108,080
Manitoba...	835	5	101	19,000	504	11,016	102,225	14,733	.....
Totals..	65,575	1,027	39,377	2,125,355	30,438	1,007,815	5,014,079	1,644,892	2,598,124

These figures show a considerable increase over those of ten years ago ; but for the last few years they have not fluctuated much, owing to improved boats, with which more work can be done, being built to replace those formerly in use.

Including weirs and other fishing materials, the total value of the fishing " plant " in 1891 was $7,376,186.

The Forest.

The forest products of Canada constitute one of her most important sources of wealth. They find their way to all parts of the world—to the United States, to the United Kingdom,

to our antipodes, the Australian colonies, and to South America. The Canadian saw-mills are among the most extensive and best appointed in the world. It excites the wonder of the stranger to see a log taken out of the water by an automatic process, placed in a position under the saws, and reduced to inch boards in a few seconds. An American naturalist, at a recent meeting of the Scientific Association, stated that this summary process of reducing in a few seconds a giant pine to boards for the uses of man, contrasted strangely with the period of more than a century required for its growth. This industry in all its stages employs large numbers of men, as well as affording freight to railways and shipping.

The forests of Canada are rich with a great variety of trees, which are useful to man for lumber of many kinds, for building purposes, for furniture, and, in many parts of Canada, for fuel. Among the varieties are the maple, elm, ash, cherry, beech, hickory, ironwood, pine, spruce, balsam, cedar, hemlock, walnut, oak, butternut, basswood, poplar, chestnut, mountain ash, willow, black and white birch, and many more.

These forest trees add a singular beauty to the landscape in many parts of the country, and also exercise a very beneficial influence on the climate in affording shelter and attracting rainfall. The beauty of the tints and the brilliancy of the colours of Canadian forest trees in autumn require to be seen to be understood.

Animals and their Produce.

These exports include live animals, meat, butter, cheese, eggs, furs, hides, skins and wool, and form the largest item in the classification of the exports. It is a trade which has been largely the growth of recent years, and has been, generally speaking, a profitable one for the farmers of the Dominion. In 1874 the total exports of cattle were 39,623 head, of which only 455 went to Great Britain. In 1891 the number had increased to 117,761, of which 107,689, valued at over £1,600,000 sterling, were shipped to Great Britain. When it is remembered that the United Kingdom requires to import over 500,000 head of cattle a year, the extent to which the Canadian cattle export business may be developed will be readily appreciated. In addition, the exports under this head included 11,658 horses and 299,347 sheep. There is, fortunately, no cattle disease in Canada, thanks to the organization and watchfulness of the Government; animals coming from the Dominion are freely admitted into England, and are allowed to be moved about in the same manner as if they had been raised in the country. The cattle are of very good quality, pedigree cattle in large numbers having been imported for many years for the improvement of the flocks and herds. In fact, herds of Shorthorns, Herefords, Galloways, Polled Angus and Jerseys, which will bear comparison with those of any other country, are to be found in many parts of Canada. The same remark applies to horses and sheep.

Great progress has been made in dairy farming in Canada, and the tendency is towards improvement and economy of labour. The factory system has long been established in the older, and has been lately introduced in the new provinces. There are over 1,400 factories for the manufacture of cheese, and many creameries for the manufacture of superior butter. These works relieve the farm-house, and especially the female portion of the inmates, of most of the burdensome duties of the dairy; and not only this, but the application of scientific processes and highly skilled labour produce results more excellent than was possible under the old systems. In the windows of cheesemongers' shops in London and various provincial towns Canadian Stilton and Cheddar are exhibited, and so well do they suit the palates of Englishmen that many persons prefer them to the English articles after which they have been named. The Canadian cheese is, in fact, the

very best made on the American continent. The cattle are of good breeds, the pasture is excellent, and the work is cleanly and carefully done. The Department of Agriculture has recently added to its staff a Dairy Commissioner, and one of the chief duties of this officer is to meet the farmers in all parts of the Dominion and explain to them the latest and most improved methods of dairying.

The industries both of butter and cheese-making are largely carried on in Canada, and the exports of both products are very considerable. The export of Canadian cheese to the United Kingdom has largely increased with the last few years. In 1867 this export was only 1,577,027 lbs., and in 1891 it was 105,942,677 lbs., valued at $9,481,373. The total export of Canadian cheese to all countries in 1891 was 106,202,140 lbs., valued at $9,508,800, while that of the United States was 82,133,876 lbs., valued at $7,405,396. Canada exported over $2,000,000 more than the United States, thus leading all cheese-exporting countries in the value of the export.

Near the large towns market gardening is profitably carried on. A comparatively small capital is necessary, and with industry and perseverance, backed by experience, a good income is assured.

Poultry-raising is only beginning to be much attended to in Canada, probably because poultry is so cheap. In course of time, however, as the market extends, and as means are found for exporting hens, geese and turkeys to England, henneries on a large scale will be established. The exportation has already begun. The export of eggs has been a large trade for many years.

Agricultural Products. The exports under this head include general farm produce and fruit. Having the advantage of a favourable climate and a fertile soil, the Canadian farmer is able to grow all the crops that are raised in England, with the important addition of Indian corn. The garden fruits and vegetables are also similar, except that tomatoes, melons, grapes, peaches, etc., ripen in the open air, in many parts of the country. Legislative authority was obtained in 1887 for the establishment of five Government experimental farms in various parts of the Dominion. One has been founded at Ottawa, for Ontario and Quebec ; one at Nappan, N.S., for the Maritime Provinces ; one at Brandon, for Manitoba ; one at Indian Head, for the North-west Territories ; and one at Agassiz, B.C. ; and they have already produced valuable results for the farming community, and are confidently expected to produce still more. Agriculture is certainly the leading industry of Canada, and must remain so for a long time, considering the immense areas of land that have still to be occupied and tilled. With a population of nearly 5,000,000, about $40,000,000 worth of farm produce—including animals and their products, and agricultural produce—was exported in 1891, in addition to meeting the requirements of home consumption. For quality of grains, etc., the country also occupies a place in the front rank, the Canadian exhibits of that class being the best at the Antwerp Exhibition, as testified by a committee of experts ; while those who were present at the Colonial and Indian Exhibition in 1886 will not readily forget the display made in the agricultural class by the Dominion.

The growing of fruit, as well for home consumption as for exportation, is a very important industry in Canada, and one which excites the wonder of many new-comers. People who have been accustomed to think of Canada, as described in the words of a French king before the cession to Great Britain, as "a few acres of snow," are at first incredulous as to the extent and excellence of the fruits produced in a country which has the summer skies of Italy and France. There are vineyards in the

Province of Ontario of 50 to 60 acres in extent, peach orchards of similar area, and apple orchards almost innumerable. Strawberries are raised as a field crop. Plums, pears, cherries, gooseberries, currants and raspberries are everywhere produced in great abundance. The tomato, as already stated, ripens in the open air, and such is the profusion of this fruit that it is very often cheaper on the market than potatoes, selling at 50 cents (2s. stg.), and even less than half this price per bushel. Melons also ripen in the open air, as a field or market garden crop, and this delicious fruit is sold at very cheap prices in the markets.

Wine of excellent quality is now largely manufactured from the grapes,* which fruit is so cheap as to be within the means of the poorest. It may be mentioned that in the County of Essex, on the shores of Lake Erie, the vine is very largely grown for the purpose of wine-making, and both the growing of the vines and the making of the wines are systematically carried on with very great success by French viticulturists, employing the French methods and processes. Frenchmen engaged in this work have declared the conditions for growing the vine are more favourable in Essex than in the east of France, while the wine which is made is of a superior quality.

The great wealth of Canada in fruits is a fact which is not only interesting to the intending settler as an industry, but as a climatic fact, the country in this particular being much before the United Kingdom. It is especially interesting to the intending settler as a consumer, in that he can always obtain a supply of the healthful luxury of delicious fruits.

The apples of Canada are very highly prized, and find their way in very large quantities to the markets of the United Kingdom ; and it may be mentioned here that at the Centennial Exhibition at Philadelphia the Americans honestly admitted themselves fairly beaten by this Canadian product. A New York illustrated paper on that occasion stated that the finest show of fruits at that great exhibition was "made by the Fruit Growers' Association of Ontario, Canada—a society which has done much to promote and encourage the cultivation of fruits in North America." The displays made at the Colonial and Indian Exhibition and at the Horticultural Society Show in 1886 also attracted much attention. The exports of apples to Great Britain in 1891 were larger than they had ever been. Ontario, Quebec and Nova Scotia are the principal exporting provinces, the gravenstein apple of the last named province having a splendid reputation with buyers in England.

Mixed farming is generally carried on, the growing of grain and fruit, stock-raising and dairy farming being more or less combined. Of course, there are farms where the raising of cattle and horses is the sole industry. and the same may be said of dairy farming, but these are exceptions. The general style of farming may, perhaps, not be so scientific as in Great Britain, but it is steadily improving, and the model and experimental farms will no doubt supply a stimulant in this direction.

Manufactures. The following is a list of the principal industries established in Canada, taken from the census of 1891, with the amount of capital so invested, and the stated yearly product :

* The census returns for 1891 showed that over 12¼ millions pounds of grapes were raised in 1890 ; that every province grew grapes, and that the Province of Ontario was specially fitted for the cultivation of vineyards.

CENSUS—1891.

Industries.	Invested Capital.	Yearly Products.
	$	$
Agricultural implements	8,528,535	7,515,624
Boots and shoes	9,671,120	18,999,931
Cabinet and furniture	6,061,485	7,776,493
Cheese factories	2,660,969	9,961,731
Cotton mills	13,208,121	8,451,724
Distilleries and breweries	15,368,953	7,924,268
Engine building	1,244,589	1,575,159
Fitting and foundry works	17,031,553	16,925,030
Flour mills	23,128,471	52,307,429
Furriers and hatters	2,048,281	4,984,941
Hosiery	370,820	578,631
Iron smelting furnaces	4,159,481	3,076,240
Meat curing	2,168,252	7,096,441
Meat, fish, fruit and vegetable canning	3,449,714	3,943,513
Musical instruments	3,072,014	4,042,353
Oil refineries	1,833,578	2,004,713
Oil " (fish)	52,917	58,007
Nail and tack factories	922,930	1,423,850
Paper factories	5,259,211	3,142,447
Preserved food	3,165,183	5,169,633
Rolling mills	916,500	1,750,000
Saddle and harness	2,552,770	4,068,708
Sash, door and blind factories	6,691,806	8,716,040
Saw mills	48,932,340	50,855,103
Ship building	1,983,206	3,070,275
Sugar refineries	5,924,400	17,127,100
Tanneries	6,321,233	11,277,300
Tin and sheet iron working and tinsmithing	4,522,953	6,739,306
Tobacco factories	2,208,150	2,375,321
Woollen mills	9,365,158	8,408,071
Carriage-building	8,029,143	9,627,655

Since 1878 the development has been more marked than during any previous period in the industrial history of Canada. The statistics of the increase in the capital invested, number of hands employed, &c., given under the heading of imports (page 15), show the advance that took place in the decades from 1871 to 1881 and from 1881 to 1891.

The gain in number of industrial establishments in Canada in 20 years has been 72 per cent, and the gain in ten years 52 per cent. The increase in the number of employees during 20 years has been 81 per cent. The census returns for 1891 show that every province had a marked increase in the number of industrial establishments. The following gleanings from the census returns will serve to show the condition of manufacturing in Canada. The value of machinery and tools employed in the industrial establishments of Canada in 1891 was $80,803,265. The number of steam engines employed was 9,873, with 298,372 horse power.

The value of lands used for manufacturing purposes was $31,134,172 and the value of buildings $59,768,325. The contribution of all manufacturing industries to the actual wealth of the country in 1890, was $219,463,000, an increase of 69 per cent over 1880. Over 64 per cent of the 75,768 industrial establishments in Canada were reported as running full time during the census year.

Manufactures are still, however, in their infancy, and the growth of those industries is sure to be rapid. Those who saw the excellent exhibits of machinery, general hardware, woodenware, silks, cottons, woollens, leather goods, stationery, books, boots and shoes, pianos and articles of food and of domestic use, at the Colonial and Indian Exhibition, will be able to form some opinion upon Canada's industrial development, although that display was by no means as complete a representation as might have been made.

The iron industry is expected to be considerably extended, owing to recent tariff changes. All over Canada there is an abundance of iron—iron of the highest grade, and iron with less phosphorus than elsewhere on the continent. There is also plenty of timber and coal in Canada, and with these natural advantages, extensive means of communication by railway and canal and access to the Atlantic and Pacific Oceans, new and varied manufactures are sure to spring into existence.

The principal general manufactures are not confined to any one part; they are to be found in most of the older provinces on a larger or smaller scale.

Shipping. Closely connected with the trade and commerce of Canada is the shipping interest. The following is the number of vessels owned in the various provinces in 1891:—

Provinces.	No. Sailing of Vessels.	No. of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage.
Nova Scotia	2,660	118	13,992	461,758
New Brunswick	872	97	8,913	193,193
Quebec	1,137	267	74,132	162,330
Ontario	604	741	92,785	138,914
Prince Edward Island	178	17	4,555	23,316
British Columbia	104	142	21,540	19,767
Manitoba	27	51	5,762	6,197
Total	5,582	1,433	221,679	1,005,475

Assuming the average value to be $30 per ton, the value of the registered tonnage of Canada would be $30,164,250.

Canada stands fifth among maritime countries in tonnage of shipping owned and registered in the country.

The trade and navigation returns of Canada for 1891 give the following particulars of the vessels engaged in the sea-going, inland and coasting trade of Canada:—

	No. of Vessels.	Tonnage.	Men employed.
Sea-going	31,321	10,695,196	444,359
Inland	38,008	8,107,452	358,014
Coasting	125,564	24,986,130	1,243,986

It may be stated that nearly 68 per cent of the whole of the water-borne trade was done under the British flag, which includes, of course, the vessels on the Dominion register.

Banking. The growth of the trade and commerce of the country since Confederation is seen in the statistics relating to banking, as given in the following table :—

Year, June 30.	Assets.	Liabilities.	Deposits.	Notes in Circulation.	Specie.	Discounts.	Reserve.
	$	$	$	$	$	$	$
1868	77,872,257	43,722,647	32,808,104	8,307,079	8,879,814	50,500,316	.....
1874	194,579,450	122,031,485	81,366,965	29,046,273	7,354,993	133,731,260	.....
1877	177,422,044	99,125,162	69,763,668	21,922,749	6,788,810	126,169,577	.....
1885	222,091,270	141,713,644	106,752,992	31,334,621	6,826,337	158,209,174	17,784,433
1888	244,975,223	166,344,852	128,725,529	29,278,074	6,266,302	173,185,812	18,686,215
1889	255,765,631	175,062,257	136,293,978	31,209,972	7,321,927	191,721,124	19,966,999
1890	254,628,694	174,501,421	136,187,514	32,059,177	6,128,070	195,987,400	21,094,034
1891	269,491,153	188,337,504	149,431,572	31,379,886	6,673,974	202,692,481	23,007,679
1892	292,054,017	209,362,011	164,086,745	32,614,700	6,536,818	213,201,672	24,662,336

The paid-up capital invested in banking on the 30th June, 1891, was $61,512,630.

The clearing house returns for the banks of Montreal show that in the seven months of 1892 ending with July the clearings were $320,843,000 against $245,787,000 in the same months of 1889, an increase of more than 30 per cent. Only five American cities excel the chief commercial city of the Dominion in their foreign commerce, the aggregate of Montreal having mounted up in value from $68,290,000 to $92,584,000 in the last 5 years.

In addition to the ordinary chartered banks, there are the Post Office and Government savings banks, and the special company savings banks, the deposits in which have increased from $4,360,692, in 1868, to $50,000,000 in 1891, the number of depositors being now estimated at 130,000—an irrefutable indication of the prosperity of the working classes of Canada since Confederation. These figures do not include the deposits in the various loan, friendly and building societies, all of which show great development.

A separate chapter is devoted to each of the provinces. (See Index.)

PERSONS WANTED IN CANADA, AND IMMIGRATION THAT IS NOT ENCOURAGED.

As this pamphlet is likely to be largely consulted by those who desire, from some cause or other, to leave Great Britain and seek new homes, it is well to specify distinctly the classes recommended to go to Canada, and the openings that exist for them.

Persons with Capital. The first great demand is for persons with some capital at their disposal. For this class Canada affords unlimited openings. They can engage in agricultural pursuits, taking up free grant lands, or purchasing the improved farms to be found in advantageous positions in every province ; or in mining, or in the manufacturing

industries ; or if possessed of a settled income, living will be found to be much cheaper in Canada, with the benefit of a fine, healthy climate, magnificent scenery, abundant opportunities for sport, and facilities for education and placing children in life not to be excelled anywhere.

Agriculturists. Persons of small capital and knowledge of agriculture often desire to enter upon farming pursuits. Before this is done experience should be acquired, either by hiring oneself out as a labourer, or gaining experience in some other way. Then, when the necessary knowledge has been obtained, a farm may either be rented, purchased or taken up as a free grant. (See the land regulations of the various provinces.)

Young men should go to Manitoba, the North-west or British Columbia. Older men, with capital and young families, should go to one of the older provinces, and either buy or rent an improved farm. This, however, is only a general statement, and individual cases must be decided by the special circumstances of each. In Manitoba and the North-west, and in some parts of British Columbia, pioneer life on free grants, or away from railways, is attended with a certain amount of inconvenience and an absence of those social surroundings which may be obtained in the older settled parts of these and other provinces, and this fact should be borne in mind by those who are considering the subject.

It is difficult to lay down a hard and fast rule as to the amount of capital necessary to start farming. The answer depends upon the energy, experience, judgment and enterprise of the person who is to spend the money, the province selected, whether free grant land is to be taken up or an improved farm rented or purchased, and many other details. It may safely be said, however, that if a man has about £100 clear on landing he is in a position to make a fair beginning on free grant land in Manitoba and the North-west, though not on a large scale. A larger capital is of course necessary if an improved farm is to be taken.

Tenant Farmers. For tenant farmers the country offers many advantages. Improved farms are cheap ; free grants can be obtained by those prepared for the inconveniences of pioneer life ; the soil is fertile ; the climate ensures the growth of all the crops produced in Great Britain, while grapes, peaches, tomatoes and similar fruits grow and ripen in the open air ; there is a large and growing market in the Dominion and in the mother country for all the cereals, live stock, and general farm and dairy produce available for disposal. On the other hand, taxes are light, and labour-saving appliances cheap and in general use. More details upon these points will be found in the chapters dealing with various provinces.

Young Men desiring Agricultural Experience. The question is often asked if it is essential for young men wishing to take up farms in Canada, but desiring before doing so to acquire a knowledge of agriculture, to pay premiums, either to persons in this country or in the Dominion, for that purpose. It may therefore be plainly stated that no premiums are necessary : and it is advised that none be paid. Strong and healthy young men, from 18 to 21 years of age, who are prepared to accept for a time the hard work and surroundings more or less inseparable from a farm labourer's life, have no difficulty in getting employment in the spring ; and the agents of the Government in Canada will assist them as far as possible in doing so, without charge, although, of course, without accepting any direct responsibility. Being without experience, they will not get much wages at the commencement of their employment, but as they acquire skill they will be able to command remuneration in proportion to the value of their work.

Great care should be exercised in deciding whether the young men are suited to the life that is proposed. Hard work is necessary, and very often their mode of living may be entirely altered. They must bear in mind two things—that they must do what they are told, and that they must pick up their knowledge from experience. Many persons have gone out in this way with good results, but there are others who have failed, because they have not properly understood colonial life, or were unfitted for it. The advice of one of the Government agents should be obtained before a final decision is arrived at.

There is also the alternative of a course at the Ontario Agricultural College. An entrance examination in elementary subjects has to be passed. Candidates must not be less than sixteen years of age. The fee is £20 for the first year and £10 for the second year when the pupil is not a resident of Canada, but if at least one year has been spent upon a Canadian farm the fee is £10 for each year. Pupils pay their own board and lodging—about 10s. per week. They are paid for their labour on the College Farm, if prepared to work, which materially lightens the cost of maintenance. Only a hundred members can actually reside in the College, but pupils who cannot be so accommodated board out under supervision. They acquire a practical as well as a theoretical knowledge of agriculture. The terms commence in April and October in each year, but it is much advantage to the student to begin with the October term. Communications respecting admission, etc., should be addressed to the President, Ontario Agricultural College, Guelph, Canada.

There is also a School of Agriculture at Truro, Nova Scotia, with a farm in connection, where pupils can receive a good practical agricultural education. The work on the farm is done by the pupils, who are paid for the same. There are also classes for women in Dairying and Domestic Economy. Communications should be addressed to Prof. H. W. Smith, Provincial School of Agriculture, Truro, Nova Scotia.

Male and Female Farm Servants. There is a large and growing demand for male and female farm servants in every part of the Dominion, owing to the rapidity with which land is being brought under cultivation. Machinery of various kinds is in daily use, but labour is very scarce notwithstanding, and good hands can always find constant and remunerative employment. Many persons of this class who started as labourers, now have farms of their own in some of the finest parts of the Dominion. This result, however, does not naturally follow in every case, but is the consequence of work, energy, intelligence, perseverance and thrift, which are the elements necessary to ensure success in every country.

Market gardeners, gardeners, and persons understanding the care of horses, cattle and sheep, may also be advised to go out. But there is no opening for farm managers or bailiffs, as Canadian farmers, as a rule, supervise their own holdings, and personally take part in the work.

Domestic Service and other Callings for Females. In every city, town and village, female domestic servants can readily find employment. The wages are good, the conditions of service are not irksome, and comfortable homes are assured. Domestic servants should go at once on their arrival to the nearest Government agent. These gentlemen will give the best and most reliable advice gratis; they often have in their offices a list of vacant situations ; and will refer applicants to the local ladies' committee, so that they may have the benefit of such supervision and guidance until they are satisfactorily placed. Servants should, however, take their characters with them, and bear in mind that good records are just as indispensable in Canada as elsewhere. They may

safely go out at any time of the year and be certain of obtaining a situation at once, but should remember always to have funds enough in hand on landing to take them to the places in the interior where their services are required.

There is little or no demand for females other than domestic servants. Governesses, shop assistauts, nurses, etc., should not go out, unless proceeding to join friends who will be able to help them in getting employment.

Mechanics, General Labourers, and Navvies. These are advised to obtain special information as to their respective trades and kinds of work before going out. The demand for these classes is not now as great as it was a few years ago, and such men, especially with large families, are not encouraged to go out *on the chance* of finding employment. Any men of the callings alluded to may be safely advised to start if they are going to join friends who advise them to do so, or if they have the inclination and the knowledge to enable them to change their callings and become agriculturists.

Railway Employees. Applications are often received from railway employees —stationmasters, clerks, drivers, firemen, guards, signalmen and porters—desiring to go out to Canada, and in many cases wishing to get employment before doing so. The demand, however, for such persons in Canada is not great, and is easily met by the supply in the country.

Clerks, Draftsmen, Telegraphists, Shop Assistants, etc. Clerks, shop assistants, and persons desiring such situations, are advised not to emigrate unless proceeding to appointments already assured, or to join friends. Any demand for labour of these kinds is fully met on the spot.

Child Emigration. The emigration of children (unless accompanying their families) is not encouraged, unless they go under the supervision of some society or individual, having homes in Great Britain and in Canada, who will look after them until they are able to take care of themselves, and who will be responsible for placing them in situations. All children sent out must be healthy (and possess medical certificates to that effect), and of good character.

Inmates of Workhouses. It may be stated that the emigration of the inmates of workhouses, or persons in receipt of parish relief, is not encouraged by the Canadian Government. The same remark applies to any persons who are not able to produce satisfactory references as to their character. There are no openings for such classes in any part of Canada.

The Professions and the Lighter Callings. Information is frequently sought as to the prospects in Canada for properly qualified members of the legal and medical and other professions, schoolmasters and persons desiring to enter the military and civil services of the Dominion. No encouragement is held out to such persons to go out to the Dominion, especially in cases where immediate employment is desired. There are always openings and opportunities for men of exceptional abilities with a little capital ; but, generally speaking, the professional and so-called lighter callings in Canada are in very much the same position as they are in the United Kingdom, the local supply being equal to, if not greater than, the demand. The following particulars, under the various headings, are often asked for. The information given relates only to those who are already in a position to practise their professions in the United

Kingdom, and who do not need to pass through the entire local course of study, which a beginner or partially qualified person would naturally have to do.

Barristers and Solicitors.

The laws relating to civil rights and property in Canada are under the control of and subject to the legislation of the Provincial Legislatures, and based upon the English law, excepting in the Province of Quebec, where the Civil Code and the old French law, based on the *Coutume de Paris*, prevails.

The criminal law is, however, based on the English criminal law, and controlled by the Parliament of the Dominion, and is the same in all the provinces.

It is possible for a solicitor in Canada to be also a barrister, and *vice versâ*, and the two professions are generally combined.

Each province has its own Law Society. The conditions regulating the legal profession are arranged by these societies and by the Provincial Legislatures. In every case it is necessary to obtain authority to practice from the local society. The formalities to be observed, and the fees to be paid (which are moderate), may be ascertained on arrival. Where not otherwise mentioned, a barrister wishing to become a solicitor, and *vice versâ*, must follow the usual conditions prescribed for residents in the various provinces.

Quebec.—The difference between the English law and the old French law prevailing in Quebec obviously precludes any British legal practitioner being admitted to practice in this province without having passed through the usual course of study and examination provided by the Quebec Law Society.

Ontario.—A British barrister may be called, upon furnishing proof of his call and good standing, and upon passing such examinations as may be prescribed If in actual practice in Ontario for three years, he may be admitted as a solicitor. A solicitor may be called to the bar if he has had actual practice in Great Britain, upon passing certain examinations, varying with the length of time he has been in practice; and if he has had five years' practice, or has served one year with an Ontario solicitor, he may be admitted as a solicitor upon passing the usual final examination.

Nova Scotia.—Barristers are admitted to practice in Nova Scotia upon filing satisfactory certificates of status, and solicitors upon filing certificates and passing an examination.

New Brunswick.—Solicitors must serve for one year before being admitted as attorneys, and at the end of an additional year may be called to the bar.

Prince Edward Island.—Barristers and solicitors may be admitted after twelve months' residence previous to filing an application for permission to practice in Prince Edward Island.

Manitoba.—Barristers may be called in Manitoba upon producing evidence of call and standing. Solicitors are admitted to practice on passing an examination on the Statute Law of the Province and Practice of the Provincial Courts.

North-west Territories.—Barristers and solicitors are permitted to practice on becoming residents in the Territories.

British Columbia.—Barristers may be called to the bar, and solicitors admitted to practice as such, after a residence of twelve months in the province, and passing an examination upon the Statute Law of the Province and the Practice of the Provincial Courts.

Physicians and Surgeons. Each of the principal Universities of the Dominion grants degrees to students who have passed the qualifying examinations. The medical profession is subject to the legislation of the Provincial Legislatures, and no person is permitted to practice without a license from the provincial medical boards. The privilege is generally granted without examination to holders of diplomas or degrees in medicine and surgery from British Universities, on complying with the necessary formalities.

The requirements of the Dominion are, however, fully filled, and the emigration of gentlemen desiring to follow these professions as a means of immediate livelihood is not encouraged.

Dentists. No special legislation respecting this profession exists in Canada, excepting in the Provinces of Quebec and Ontario.

In Quebec, diplomas from dental colleges in the United Kingdom and other countries are recognized, and the holders are free to practice when the usual formalities have been observed. Physicians and surgeons can obtain a license to practice on passing an examination in the mechanical and practical parts of dental surgery.

In Ontario, before one can practice a certificate in dentistry from the Royal College of Surgeons of Ontario is necessary.

Chemists. In Ontario, Quebec, Nova Scotia and New Brunswick an examination has to be passed and a license obtained from the provincial pharmaceutical society before any person can practice as a chemist. Physicians and surgeons are exempted from examination.

In Manitoba diplomas granted in any part of Her Majesty's dominions are recognized.

Veterinary Surgeons. In Ontario and Quebec certificates are issued by the local veterinary colleges, while in Manitoba the possession of a certificate to practise from any recognized body in Her Majesty's dominions carries with it the right to practice in the province. But there is now a registered veterinary society in this province.

Schoolmasters and Teachers. The system of education in force in the different provinces of Canada includes the training of teachers for elementary positions. The higher appointments are generally filled by graduates of Canadian Universities, or graduates of English Universities who may have settled in the Dominion. The certificates obtained by teachers in the United Kingdom are available in Canada, when endorsed by the Minister of Education in the province in which the holder desires to reside. No difficulty, however, is found in securing persons on the spot to fill the vacancies that occur, and no one is advised to go out on the chance of obtaining a situation of the kind.

The Civil Service of Canada. Appointments in the Dominion Civil Service in Canada are not subject to public competition. Applicants are, however, required to undergo a qualifying examination. Public examinations are held yearly in the principal cities of the Dominion, at which candidates are required to present themselves. Vacancies in the public service are filled up from the successful candidates, as certified by the Civil Service Examiners. The number of qualified candidates is always much greater than the number of vacancies.

Engineers, Surveyors and Architects. Persons qualified to practice in the United Kingdom would not find any difficulty in the way of their doing so in Canada, but these professions do not offer many openings at the present time.

The Military Forces of Canada.

The active militia consists of about 40,000 men, and although legislative power exists to enable the Government to keep up its strength by ballot if occasion should arise, and to call up nearly the entire male population to serve under arms in case of emergency, service is cheerfully offered, and no difficulty is experienced in keeping up the proper strength of the force.

North-West Mounted Police.

This force numbers 50 officers and 1,000 men, and is engaged in the maintenance of law and order in the North-west Territories. No recruiting is done in Great Britain, and persons wishing to join must make personal application, either at the recruiting office at Winnipeg, Manitoba, or to the Commissioner of the force at Regina, North-west Territories. They are required to undergo a medical examination.

The following is an extract from a memorandum for the information of applicants for engagement in the force:

Applicants must be between the ages of 22 and 40, active, able-bodied men, of thoroughly sound constitution, and must produce certificates of exemplary character. They must be able to read and write either the English or French languages, must understand the care and management of horses, and be able to ride well. The term of engagement is five years, and rates of pay are as follow:—

Staff-Sergeants			$1.00 to $1.50 per day.
Other Non-Commissioned Officers			85c. to $1.00 "
	Service Pay.	Good Conduct Pay.	Total.
Constables—1st year's service	50c.	—	50c. per day.
2nd "	50	5c.	55 "
3rd "	50	10	60 "
4th "	50	15	65 "
5th "	50	20	70 "

Extra pay is allowed to a limited number of blacksmiths, carpenters, and other artisans.

The duties of the force are often associated with danger and fatigue, which tax severely the physical powers in a region where luxuries, or even the necessary comforts of life, must be dispensed with. Members of the force are supplied with free rations, a free kit on joining, and periodical issues during the term of service. Married men will not be engaged. The minimum height is 5 feet 8 inches, the minimum chest measurement 35 inches, and the maximum weight 175 pounds.

Promotion from the ranks is not unusual; but commissions are also given to officers of the Canadian Militia, to graduates of the Royal Military College, Kingston, or to other persons possessing the necessary special qualifications. The pay ranges from about £200 to £500 per annum. No one is encouraged to proceed to Canada on the chance of obtaining a commission in this force.

ADVICE FOR INTENDING EMIGRANTS.

Government Agents.

The first general advice to be given to the intending emigrant before he starts, or the immigrant after arrival in Canada, is that he should apply to the nearest agent of the Government he can find for any information or advice he may desire to obtain, and he may always rely on the perfect honesty of any statement made to him by any Government agent.

In the United Kingdom all arrangements for emigration to the Dominion are placed under the direction of the High Commissioner for Canada. The following is a list of the Canadian Government agents :

LONDON.... ... ...Sir Charles Tupper, Bart., G.C.M.G., C.B., High Commissioner for Canada, 17, Victoria Street, London, S.W.
" ... .Mr. J. G. Colmer, C.M.G., Secretary, High Commissioner's Office.
" ....Mr. A. W. Reynolds, Assistant Secretary (Address as above).
LIVERPOOL.....Mr. John Dyke, 15, Water Street.
GLASGOW..... Mr. Thomas Grahame, 40, St. Enoch Square.
BELFAST ....Mr. H. Merrick, 35, Victoria Place.
DUBLIN ....Mr. Thomas Connolly, Northumberland House.
BRISTOL .....Mr. J. W. Down, Bath Bridge.

Information and pamphlets may also be obtained from the agents of the steamship companies. Many of these are supplied with pamphlets, maps, and reports issued by the Canadian Government.

The administration of immigration was transferred in March, 1892, from the Department of Agriculture at Ottawa to the Department of the Interior, and information in regard to all questions affecting free homesteads and immigration matters may be obtained by addressing the Secretary of the Department of the Interior, Ottawa, or the Commissioner of Dominion Lands, Winnipeg. The last mentioned is the chief officer of the Department of the Interior in the North-west, and has the supervision of the immigration agencies in that part of Canada.

The following is a list of the immigration agents of the Department of the Interior throughout the country :—

HALIFAX..... ... ...E. M. Clay.
QUEBEC. .... P. Doyle.
MONTREAL..... ... .J. J. Daley.
WINNIPEG..... . ..... E. F. Stephenson.
BRANDON..... . . ..W. H. Hiam.
BIRTLE..... ... . W. G. Pentland.
DELORAINE..... ... .John Flesher.
MINNEDOSA.....W. M. Hilliard.
OXBOW..... ... .C. E. Phipps.
SALTCOATS..... ....T. B. Ferguson.
REGINA. ... . W. H. Stevenson.
LETHBRIDGE.... ....George Young.
CALGARY..... .. .. Amos Rowe.
RED DEER..... ....J. G. Jessup.
EDMONTON..... ..... Thos. Anderson.
BATTLEFORD .... E. Brokovski.
PRINCE ALBERT.....John McTaggart.

These officers will afford the fullest advice and protection. They should be immediately applied to on arrival. All complaints should be addressed to them. They will also furnish information as to lands open for settlement in their respective provinces and districts, farms for sale, demand for employment, rate of wages, routes of travel, distances, expenses of conveyance, and on all other matters of interest to settlers, and will receive and forward letters and remittances for settlers, etc.

Quarantine. Canada is provided with a well-considered system of quarantines. The chief stations are established at Grosse Isle, in the River St. Lawrence ; Halifax, N.S., and Albert Head, B.C. There are minor stations at St. John, N.B. ; Chatham, N.B. ; Pictou, N.S. ; Sydney, C.B. ; Port Hawkesbury, N.S., and Charlottetown, P.E.I. Every maritime port is also constituted what is called an unorganized quarantine station, the Collector of Customs being the quarantine officer, with power to

employ a medical man in case of any vessel arriving with infectious disease or well-founded suspicion of disease from an infected port. At the inland ports all Collectors of Customs are quarantine officers, with similar duties to those of the collectors at the maritime ports. The system pursued consists in taking off the sick from the vessel or train in the event of such arriving, and caring for the patients in hospital. The vessel, clothing, luggage and ship's dunnage are disinfected by the process of steam, the dioxide blast and the bichloride mercuric drench. After disinfection the vessel is given pratique. In the event of a vessel arriving with serious disease at any of the unorganized quarantine stations, it would be sent to the nearest organized quarantine station, where there are the necessary disinfecting appliances.

Cattle Quarantines. The Cattle Quarantine system of the Dominion was established in 1882, and has since that time been carefully put into practice at all the maritime ports of the Dominion and at all the points at which cattle enter on the frontier between the United States and Canada. For neat cattle there is a quarantine of ninety days, with a prohibition against the United States and other countries where pleuro-pneumonia is known to exist. Sheep from Europe are quarantined fifteen days at the maritime ports. Swine for breeding purposes are allowed to enter on a quarantine of twenty-one days ; but the importation of fat hogs is prohibited, except in bond for immediate slaughter and export of products. Horses and mules are allowed to enter if found free from disease on inspection, or in the event of disease being found entry is prohibited. This system of quarantine has been found sufficient to protect the Dominion from the inroads of disease among animals, as well from the United States as from Europe.

Immigrant Stations in Canada. Quebec and Halifax are the principal ports of entry in Canada for immigrants, and the Government at these points maintains establishments for their reception and proper care immediately on arrival. They can at these stations purchase tickets for any point inland to which they may desire to go, and obtain meals or provisions for use on the railway trains on very reasonable terms, under arrangements made by the Government, and supervised by Government officials. If they are provided with through tickets before sailing, which is strongly advised, their steamship tickets are exchanged at these stations. All their luggage is landed and passed through the Custom-house, and all immigrants' effects in use enter duty free.

The following is an extract from the Customs tariff of Canada, specifying the articles that can be so entered :—

Settlers' Effects, viz. :—Wearing apparel, household furniture, professional books, implements and tools of trade, occupation, or employment, which the settler has had in actual use for at least six months before removal to Canada, musical instruments, domestic sewing machines, live stock, carts, and other vehicles and agricultural implements in use by the settler for at least one year before his removal to Canada, not to include machinery or articles imported for use in any manufacturing establishment, or for sale: provided that any dutiable article entered as settlers' effects may not be so entered unless brought with the settler on his first arrival, and shall not be sold or otherwise disposed of without the payment of duty, until after two years' actual use in Canada ; provided also that, under regulations made by the Minister of Customs, live stock, when imported into Manitoba or the North-west Territory by intending settlers, shall be free, until otherwise ordered by the Governor in Council.

Immigrants may mail letters or send telegrams to their friends from these stations ; and they may also exchange any money they may bring with them for the currency or money of the country, without suffering any loss in difference of values in these transactions, the Government officials supervising everything under rules, by which they are guided, from the Department at Ottawa.

The laws passed by the Canadian Parliament contain strict provisions for the protection of immigrants, and for imposing severe penalties for all attempts to practise imposition upon them.

At Montreal, where there is an immigrant station, the immigrants are received by an agent of the Government. Meals are supplied, at very reasonable rates, by a Government contractor, under the supervision of the Government agent.

The Time to Emigrate. Generally speaking, the best time to emigrate, for all classes, is the early spring. The agricultural labourer will then find his services in demand in the busy period that always comes during seed-time in Canada ; and the agriculturist who intends to take up land for himself will arrive at the beginning of the season's operations. The agriculturist who goes to Manitoba may, by getting in a crop of oats or potatoes during the month of May or the first week in June, contribute greatly to the support of himself and family during the first year. Or again, if the agricultural labourer arrives in summer, about harvest time, he will find great demand and high wages for his services during the harvest months, and he will have no difficulty in getting on well from this point.

The farmer, too, who desires to take up land, if he comes in the summer time, may see the crops growing, and may thus have an opportunity to choose at leisure the most advantageous location. In Manitoba and the North-west the summer and autumn months are the best for moving about the country in search of land—or, as it is commonly called "land hunting" for a suitable spot on which to settle. Having selected it, he may proceed to erect his house and make preparations for living over the winter ; and, if he has means to do this, he may make his start with great advantage in the spring from being on the spot.

No persons other than domestic servants are advised to go to Canada during the winter, unless proceeding to join friends, as work is not so readily procurable by new arrivals during that season as at other times of the year.

Ocean Fares. Formerly intending emigrants were advised to select steamships instead of sailing vessels, although fares for the former might be a little more expensive. It is scarcely necessary to repeat this advice, as few would now think of selecting a sailing vessel for a passage across the Atlantic, more particularly as the fares by steamer are so reasonable.

The intending emigrant will find out the days of sailing of the steamships by the hand-bills or advertisements which are now so very generally published ; and he will also find by the same means the rates of passage—cabin, intermediate and steerage. The cost of reaching Canada varies from time to time, but there are no free passages.

The Government do not now offer assisted passages to any class of emigrants. All are required to pay the ordinary fares charged by the steamship companies. Emigrants are also required in every case to pay their railway fares from the port of landing to their destinations, and to provide their own food. Emigrants must, therefore, have enough money for such expenses in addition to their ocean passage, and to provide board and lodging until they can procure employment. It may be stated that some of the British railway companies offer reduced rates to the ports of embarkation to emigrants proceeding to the Dominion. These may be ascertained by inquiry at the passenger agencies and railway booking offices. The Canadian Pacific Railway also offers a special rate to emigrants from Quebec, Montreal or Halifax to Manitoba or other points in the west.

Inquiry is often made whether there is any system in operation by which money is advanced by the Government for the passage of labouring persons, such as those referred to in this pamphlet, to be repaid after arrival in Canada. It is therefore as well to say plainly that there is not. To secure a berth in the steamers it is necessary to send a deposit of £5 for a saloon passage and £1 for an intermediate or steerage passage, to the steamship company or to an agent, the remainder to be paid before the passengers go on board.

The saloon passage includes all provisions and stateroom. The intermediate passage includes provisions, beds, bedding and all necessary utensils. Steerage passengers are provided with food and sleeping accommodation, but have to find bedding and certain utensils (consisting of pillow, mattress, pannikin to hold 1½ pint, plate, knife, fork and spoon) for use on the voyage. These can be purchased at the port of embarkation, or hired from the steamship company at a cost of a few shillings, leaving bed covering only—a rug or coverlet—to be provided by the passenger. Twenty cubic feet of luggage are allowed free of charge to each saloon, fifteen to each intermediate and ten to each steerage passenger. A box about 2½ feet long, 2 feet broad and 2 feet deep would be equal to ten cubic feet.

The following are the railway fares, for emigrants booking through from Europe, to some of the principal centres of employment in the Dominion, from Quebec :—Montreal, 7s. 11d. ; Sherbrooke, 8s. 3d. ; Ottawa, 17s. 6d. ; Kingston, 17s. 11d. ; Toronto, £1 7s. 9d. ; Hamilton, £1 7s. 9d. ; London, £1 12s. 8d. ; Winnipeg, £2 9s. 4d. ; Regina, £3 16s. 1d. ; Calgary, £5 19s. 5d. ; Vancouver, £8 12s. 7d.* Children between 12 and 5 years of age are charged half-price ; those under 5 are conveyed free. Passengers are strongly recommended to take through tickets from Great Britain to their destinations in Canada from the steamship companies, who, by an arrangement with the railway companies, issue rail tickets as well as ocean tickets.

The Canadian Pacific Railway has a continuous line from Quebec, on the Atlantic, to Vancouver, on the Pacific. Trains leaving Quebec at 1.30 p.m., say on Monday, arrive at Winnipeg in the forenoon on Thursday, and at Vancouver at 2.15 p.m. on the following Sunday. The fares from Quebec to Winnipeg and westward include the colonist sleeping-cars.

The steerage passengers, being so well provided with food on the steamships of the principal lines, need not think of supplying themselves with any kind of provisions.

During the Passage. As soon as the emigrant gets on board the steamship he should make himself acquainted with the rules he is expected to obey whilst at sea. These are always displayed in several parts of the vessel. He should do his best to carry them out, to be well-behaved, and to keep himself clean. He will thus add not only to his own health and comfort, but to that of those around him. If he should have any grievance or real cause of complaint during the passage he should at once make it known to the captain, who will naturally seek to have justice done, as well for his own interest as for that of his ship and his employers.

The master of the ship is responsible for any neglect or bad conduct on the part of the stewards, or any of the officers, or the crew. All steamships carrying emigrants have doctors on board ; and in case of sickness any emigrant will receive medical care and medicine, with such comforts as may be considered necessary by the doctor.

* These rates are subject to alteration from time to time, and from Halifax are slightly higher.

The large steamships have stewardesses to look after the female portion of the steerage passengers, who have separate and isolated accommodation in the better class of steamers.

Luggage. The attention of the emigrants cannot be too particularly directed to everything about their luggage. In the first place, it is very desirable that they should not encumber themselves with unnecessary articles, as these, besides causing them a great deal of trouble, may in the end cost a great deal more than they are worth.

On the steamship bills the passenger will find stated how many cubic feet of luggage will be carried free on board. It may, however, happen that the number of cubic feet which the steamship will allow is very much heavier than the 150 lbs. weight allowed to each passenger on the western railways.

The railways in Canada are very liberal in dealing with emigrant luggage, and will let pass anything that is not very much out of the way. On some, however, the luggage is weighed, and anything in excess of 150 lbs. per passenger is liable to be charged for. A family or party going together may have their luggage all weighed together, and no charge will be made unless there is an excess above an aggregate of 150 lbs. for each. The Canadian Pacific Railway allow 300 lbs. for each adult going west of Winnipeg but not beyond Calgary. Many heavy lumbering things sometimes carried by emigrants are not worth paying the excess of freight for, and can be better and more cheaply purchased on arrival at their destination. The luggage and boxes or trunks of every passenger should be plainly marked with his name and destination. Padlocks should be avoided, as they are liable to be broken off.

All heavy luggage and boxes are stowed away in the hold, but the emigrant should put in a separate and small package the things he will require for use on the voyage ; these he should keep by him and take into his berth. Labels may be obtained from the steamship company.

Emigrants sometimes suffer great loss and inconvenience from losing their luggage. They should, therefore, be careful not to lose sight of it until it is put on ship board ; it is then perfectly safe. Upon arrival in Canada it will be passed by the Customs officers and put into what is called the "baggage car" of the railway train, where it is "checked" to its destination. This means that there is attached to each article a little piece of metal with a number stamped on it, while a corresponding piece, similarly numbered, is given to the passenger to keep until his destination is reached. The railway is then responsible for the safety of his luggage, and will not give it up until he shows his "check." This custom has great safety as well as convenience. The following is an extract from the Customs law of Canada providing for the admission free of duty of certain articles the property of emigrants :

Settlers' Effects, viz. :—Wearing apparel, household furniture, professional books, implements and tools of trade, occupation, or employment, which the settler has had in actual use for at last six months before removal to Canada, musical instruments, domestic sewing machines, live stock, carts, and other vehicles and agricultural implements in use by the settler for at least one year before his removal to Canada, not to include machinery or articles imported for use in any manufacturing establishment, or for sale : provided that any dutiable article entered as settlers' effects may not be so entered unless brought with the settler on his first arrival, and shall not be sold or otherwise disposed of without the payment of duty, until after two years' actual use in Canada ; provided also that, under regulations made by the Minister of Customs, live stock, when imported into Manitoba or the North-west Territory by intending settlers, shall be free, until otherwise ordered by the Governor in Council.

What to take. The emigrant should take with him as good a supply of strong, warm clothing as he can. Woollen clothing and other kinds of wearing apparel, blankets, house linen, etc., are generally cheaper in England than in Canada. Generally all bedding should be taken, and the covers or ticks of the beds, but not the materials with which they are stuffed, as these would be too bulky, and can be readily obtained on arrival. Boots and shoes can be purchased to better advantage in Canada, being better adapted to the climate ; the English hob-nail boots are altogether unsuitable in many parts of the country.

Many of the household necessaries which the emigrant possesses he might do well to bring, and they may prove very useful ; but still it is advisable to consider well the weight and bulk, and how far it is worth while.

Articles of household furniture, crockery, stoves, or heavy articles of hardware should be left behind or sold, except in some circumstances for special reasons which the emigrants will consider. It must be borne in mind that such articles are very liable to breakage, especially on long railway journeys to the West.

Agricultural labourers should not bring any of their tools with them, as these can be easily got in Canada, of the best kinds, and suited to the needs of the country. Generally speaking, the farming tools used in England would not be suitable for Canada.

Mechanics and artisans, encouraged to go out, may of course bring their tools ; but they must bear in mind that there is no difficulty in buying any ordinary tools in Canada at reasonable prices, and that it is better to have the means of purchasing what they want after reaching their destination than to be hampered with a heavy lot of luggage on their journey, causing them trouble and expense. As a general rule, the tools made in Canada are lighter and better adapted to the needs of the country than those made in the old country.

Outfits. Young men going out to learn agriculture, or to start farming, often deem it necessary to take out most expensive outfits, in the shape of clothes, etc. This is a mistake. All that is wanted is one's old clothes, a better suit or two for leisure wear, and a good supply of summer and winter underclothing. Anything else can be procured in Canada equally well, at about the same price, and very much better adapted to the country.

Money. In bringing out money from the United Kingdom it is better to get a bill of exchange or a bank letter of credit, procurable from any banker, for any large sum, as then there is no danger of its being lost. Any smaller sums are better brought in sovereigns or half-sovereigns, as far as possible, or a post office order may be obtained on the place of destination in Canada. Sovereign and half-sovereign coins have always their absolute par value, which is fixed by law. On silver—shillings, florins, half-crowns, etc—the immigrant will lose a trifle in exchanging them for Canadian currency.

It may be explained that the denominations of money in Canada are dollars and cents, although the denominations of pounds, shillings and pence are legal. But the system of dollars and cents, being decimal, is much more convenient than pounds, shillings and pence ; and, moreover, is in use all over the continent of America. A comparison with sterling is subjoined, which will at once enable the reader to understand, in sterling, values stated in dollars and cents ; and the newly arrived immigrants will have but little difficulty in mastering the system.

Sterling into Dollars and Cents.	$ cts.
½d. sterling is	0 01
1d. "	0 02
1s. "	0 24
£1 "	4 86

Dollars and Cents into Sterling.	£	s.	d.
1 cent is	0	0	0½
1 dollar is	0	4	1½
4 dollars are	0	16	5¼
5 "	1	0	6½

For small change, the halfpenny sterling is one cent and the penny sterling two cents. For arriving roughly at the approximate value of larger figures, the pound sterling may be counted at five dollars. The sign $ is used to indicate the dollar.

It is advised that farmers and all others who come to Canada with means should, immediately on their arrival, deposit their money in a bank. The savings bank connected with the post office, for the security of which the Government is responsible, allows a fair rate of interest on deposits. The savings banks connected with any of the chartered banks allow varying rates of interest, and deposits in any of these banks are especially protected and absolutely sure. Time should be given to look carefully about before investing, that step being of the last and greatest importance. The money, while the immigrant is thus looking about, instead of being in danger of being lost, is on the contrary earning; and the owner of the money may, with great advantages in many cases, take any suitable work that may offer, and thus have time to learn more fully and particularly the ways of the country.

Wages and Cost of Articles of Living in Canada.

The rates of wages vary in the different provinces and according to circumstances, but on an average they are from 20 to 40 per cent higher than in Great Britain, and the opportunities for exceptionally good craftsmen are much greater in the Dominion than at home. When comparing rates of wages it is necessary to calculate also the purchasing power of the money, and for the guidance of applicants in this respect a list of the present prices of provisions and clothing is given below. They also vary from time to time, and it must be distinctly understood that the figures are not offered as steady market quotations, but simply with the object of enabling inquirers to form some idea upon the subject. It should be particularly borne in mind, with respect to the Manitoba and North-west Territories quotations, that they refer to Winnipeg and Calgary, and not to points in the North-west distant from those places, where all prices may be seriously affected by freight charges or other circumstances.

Ontario. Provisions.—Bacon, per lb., 5d. to 7d.; beef, per lb., 4d. to 7d.; mutton, per lb., 4d. to 6d.; veal, per lb., 4d. to 5d.; pork, per lb., 5d. to 6d.; ham, per lb., 5d. to 8d.; bread, 4 lbs., 4d. to 6½d.; butter per lb., 7d. to 11d.; beer, per quart, 3½d. to 5d.; candles, per lb., 4d. to 5d.; cheese, per lb., 5½d. to 7d.; coffee, per lb., from 1s.; eggs, per dozen, from 8d.; milk, per quart, 2½d. to 4½d.; potatoes, per bushel, 2s. to 2s. 5d.; rice, per lb., 2½d.; sugar, brown, per lb., 3d. to 3½d.; tea, black, per lb., from 1s. 3d.; ditto, green, from 1s. 3d.; tobacco, from 1s. per lb.

Clothing.—Coats, 16s. to 24s.; overcoats, from £1; trousers, from 8s.; vests, from 4s.; flannel shirts, from 4s.; cotton shirts, from 2s.; under shirts, from 2s.; woollen drawers, from 2s.; felt hats, from 2s.; worsted socks, from 1s.; cotton socks, from 7½d.; blankets, from 8s.; rugs, from 4s.; flannel, per yard, from 8d.; cotton shirting, per yard, from 3d.; sheeting, per yard, from 10d.; Canadian cloth, per yard, from 1s. 8d.; men's shoes, from 3s. 6d.; men's boots, from 4s.; women's shoes, from 3s. 6d.; women's boots, from 4s.

Quebec. PROVISIONS.—Bacon, per lb., 6½d. to 7½d.; beef, per lb., 5d. to 7d.; mutton, per lb., 5d. to 7d.; veal, per lb., 3½d. to 5d.; pork, per lb., 5d. to 7d.; ham, per lb., 6½d. to 7½d.; bread, brown, 6 lbs., 9d.; butter, per lb., 8d. to 10d.; beer, per quart, 5d.; candles, tallow, per lb., 7½d.; cheese, per lb., 6d. to 7d.; coffee, per lb., 1s. to 1s. 3d.; eggs, per doz., 8d. to 9d.; milk, per quart, 4d.; potatoes, per bushel, 1s 6d. to 2s. 2d.; rice, per lb., 2½d.; sugar, brown, per lb., 3½d.; tea, black, per lb., 1s. 5¼d. to 2s. 0¾d.; ditto, green, per lb., 1s. 5¼d. to 2s. 0¾d.; tobacco, per lb., 2s.

CLOTHING.—Coats, from 14s. 6d. to 16s. 6d.; overcoats, from £1 9s. to £2 1s.; trousers, from 8s. to 10s.; vests, from 4s. to 5s.; flannel shirts, from 4s. to 5s.; cotton ditto, from 2s. to 4s.; under-shirts, from 2s. to 3s.; woollen drawers, from 2s. to 3s.; felt hats, from 4s. to 6s.; socks, worsted, from 1s.; socks, cotton, from 10d.; blankets, from 10s. to 14s.; rugs, from 3s. to 4s.; flannel, per yard, from 1s. to 1s. 2d.; cotton shirting, per yard, from 4d. to 5d.; sheeting, per yard, from 9d. to 1s.; Canadian cloth, per yard, 2s. to 2s. 6d.; men's shoes, from 8s.; women's ditto, from 7s. to 8s.; men's boots, 8s. to 9s.; women's boots, 6s. to 8s.

Nova Scotia. PROVISIONS.—Bacon, per lb., 5d. to 6d.; beef, per lb., 3d. to 7d.; mutton, per lb., 3½d. to 6½d.; veal, per lb., 3d. to 6d.; pork, per lb., 6d.; ham, per lb., 6d. to 8½d.; bread, 4 lbs., 5d. to 6d.; butter, 6d. to 1s. 1d.; beer, per quart, 6d.; candles, per lb., 7d.; cheese, per lb., 8d.; coffee, per lb., from 1s.; eggs, per doz., from 9d.; milk, per quart, 3d.; potatoes, per bushel, 2s. 6d.; rice, per lb., 2½d.; sugar, brown, per lb., 3d. to 4d.; tea, black, from 1s.; green tea, from 1s. 6d.; tobacco, from 1s. 8d. per lb.

CLOTHING.—Coats, from 16s.; overcoats, from 20s.; trousers, from 8s.; vests, from 4s.; flannel shirts, from 4s.; cotton shirts, 1s. 8d.; under-shirts, from 2s.; woollen drawers, from 2s.; felt hats, from 4s.; worsted socks, from 10d.; cotton socks, from 6d.; blankets, per pair, from 8s.; rugs, from 5s.; flannel, per yard, from 10d.; cotton shirting, per yard, from 4d.; sheeting, per yard, from 10d.; Canadian cloth, from 2s. per yard; men's shoes, from 8s.; women's shoes, from 5s.; men's boots, from 10s.; women's boots, from 7s.

New Brunswick. PROVISIONS.—Bacon, per lb., 6d. to 8d.; beef, per lb., 4d. to 7d.; mutton, per lb., 5d. to 6d.; veal, per lb., 2d. to 4d.; ham, per lb., 5½d. to 6½d.; bread, 4 lbs., 7d.; bread, brown, 4 lbs., 6d.; butter, 10d. to 1s.; beer, per quart, 6d. to 10d.; coal oil, per gall., 10d. to 1s.; cheese, per lb., 7d. to 8d.; coffee, per lb., 1s. to 1s. 8d.; eggs, per doz., 8d.; milk, per quart, 3½d.; potatoes, per bush., 1s. 6d. to 1s. 10d.; tea, black, 1s. to 1s. 8d.; tobacco, per lb., 1s. 6d. to 1s. 10d.; fish, dry or green cod, per cwt., 12s. to 16s.; oatmeal, per 100 lbs., 10s. to 12s.

CLOTHING.—Suit of clothes, £1 9s. to £1 16s.; coats, under, 12s. to £1; coats, over, £1 to £1 9s.; trousers, 8s. to 14s.; vests, 4s. to 8s.; shirts, flannel, 4s. to 7s.; shirts, cotton, 1s. 8d. to 3s.; shirts, wool, under, 3s. to 5s.; drawers, wool, under, 3s. to 5s.; hats, felt, 2s. 8d. to 4s.; socks, wool, 1s. to 1s. 6d.; socks, cotton, 5d. to 1s. 3d.; blankets, wool, per pair, 5s. 6d. to 14s.; rugs, 5s. to 6s.; flannel, per yard, 1s. to 1s. 6d.; cotton shirting, per yd., 5d. to 7d.; Canadian cloth, wool, per yd., 1s. 10d. to 3s. 8d.; men's shoes, 4s. to 5s.; women's shoes, 3s. 6d. to 4s.; men's boots, 8s. to 14s.; women's boots, 3s. 6d. to 5s.; rubber overshoes, 2 to 3s. 6d.

Manitoba. PROVISIONS.—Bacon, per lb., 6d. to 8d.; beef, fresh, per lb., 4d. to 6d.; beef, corned, per lb., 5d.; mutton, per lb., 4d. to 7½d.; veal, per lb., 4d. to 7½d.; pork, 5d. to 6d.; ham, per lb., 8d. to 9d.; lamb, per lb., 5d. to 9d.; bread, loaf 6 lbs., 3d.; butter, per lb., 9d. to 1s. 3d.; cheese, per lb., 7½d.; eggs, per doz., 7½d. to 1s.; sugar,

brown, per lb., 4d. to 4½d. ; sugar, granulated, per lb., 5d. ; tea, black, per lb., 1s. to 2s. ; tea, green, per lb., 1s. to 2s. ; tobacco, per lb., 2s. to 4s. ; rice, per lb., 4d. ; milk, per quart, 3d. to 4d. ; potatoes, per bushel, 1s. to 2s. 6d. ; apples, per bushel, 4s. to 6s. ; candles, tallow, per lb., 7½d. ; candles, sperm, per lb., 1s.

Clothing.—Coats, under, 14s. 6d. to £1 7s. ; coats, over, £1 5s. to £2 : trousers, 6s. to 14s. 6d. ; vests, 5s. to 7s. ; shirts, flannel, 3s. to 7s. ; shirts, cotton, 2s. to 4s. ; shirts, under, 2s. to 4s. ; drawers, woollen, 2s. to 6s. ; hats, felt, 3s. to 6s. ; socks, worsted, 10d. to 2s. 6d. ; socks, cotton, 5d. to 1s. ; flannel, per yd. (all wool), 1s. ; cotton shirting, per yd., 4d. to 8d. ; cotton (grey) shirting, per yd., 2d. to 4d. ; tweeds, all wool, per yd., 2s. ; meltons, 44 in., 2s. 6d. ; cashmeres, per yd., 2s. ; white blankets, per pair, 12s. 6d. to £1 6s. ; grey blankets, per pair, 6s. to 14s. 6d. ; comforters, each, 4s. to £1 ; men's shoes, 3s. 8d. to 12s. 6d. ; men's boots, 5s. to £1 ; women's shoes, 3s. to 12s. 6d. ; women's boots, 4s. to £1 ; men's Wellington boots, 6s. to £1.

Calgary, N. W. T.

Provisions.—Bacon, per lb., 5d. to 7½d. ; beef, per lb., 3½d. to 7½d. ; mutton, per lb., 5d. to 9d. ; veal, per lb., 7½d. to 10d. ; pork, per lb., 2½d. to 7½d. ; ham, per lb., 7½d. ; bread, per 4 lb., 6d. ; beer, per quart, 5d. ; candles, per lb., from 6d. ; cheese, per lb., from 7½d. ; coffee, per lb., from 1s. ; eggs, per doz., from 1s. ; milk, per quart, 2½d. to 3½d. ; potatoes, per bush., from 2s. ; rice, per lb., from 3d. ; sugar, brown, per lb., 3½d. to 5d. ; tea, black, per lb., from 1s. ; tea, green, per lb., from 1s. ; tobacco, from 1s. 8d. per lb.

Clothing.—Coats, from 16s. upwards ; overcoats, from 30s. ; trousers, from 10s. ; vests, from 4s. ; flannel shirts, from 3s. 6d. ; cotton shirts, from 2s. ; under-shirts, from 2s. ; woollen drawers, from 3s. ; felt hats, from 2s. 6d. ; worsted socks, from 1s. ; cotton socks, from 6d. ; blankets, per pair, from 10s. ; rugs, from 6s. ; flannel, per yd., from 1s. 3d. ; cotton shirting, per yd., from 6d., sheeting, per yd., 7½d. ; Canadian cloth, from 2s. ; men's shoes, from 5s. ; women's shoes, from 4s. 6d. ; men's boots, from 10s. ; women's boots, from 9s.

British Columbia.

Provisions.—Bacon, per lb., 7d. to 9d.; beef, per lb., 6d. to 9d.; mutton, per lb., from 5d.; bread, per 4 lb. loaf, 8d.; butter, per lb., from 10d.; cheese, per lb., from 10d.; coffee, per lb., from 10d.; milk, per quart, 5d.; potatoes, per bush., 1s. 6d. to 2s.; sugar, per lb., from 4½d.; tea, per lb., from 1s. 5d.; tobacco, 3s.

Clothing.—Coats, from 12s. 6d.; overcoats, from £1 5s.; trousers, from 9s.; cotton trousers, each, from 4s. 2d.; vests, from 4s.; flannel shirts, from 5s.; cotton shirts, from 2s.; woollen underwear, from 3s.; hats, felt, from 4s.; socks, worsted, from 10d.; socks, cotton, from 6d.; blankets, per pair, from 10s.; rugs, from 6s.; flannel, per yd., from 7½d.; cotton shirting, per yd., 4d.; sheeting, 10d.; Canadian cloth, per yd., 2s.; men's shoes, from 8s.; women's shoes, 7s.

PRINCE EDWARD ISLAND.

Prince Edward Island, the smallest of the provinces of the Dominion of Canada, is situate in the southern part of the Gulf of St. Lawrence, and is separated from Nova Scotia and New Brunswick by the Strait of Northumberland, which varies from nine to thirty miles in width. In shape it takes the form of an irregular crescent, concave towards the north, measuring in length 150 miles, and, being deeply indented at many points by large bays and inlets, varies in width from four to thirty miles. It contains an area of 2,000 square miles, equal to 1,280,000 acres, and its population at the last census (1891) was 109,078.

Scenery. Seen from the water, the appearance of Prince Edward Island is exceedingly prepossessing. On approaching the coast the country affords a charming picture of cultivation and well wooded land, with villages and cleared farms dotted along the shores and by the sides of the bays and rivers. The island is, generally speaking, level, but rises here and there to an elevation never exceeding 500 feet above the sea. The scenery very much resembles that of England; and flourishing homesteads are to be found thickly scattered in every part of the island.

Communication. Communication with the mainland is maintained during the period of ordinary navigation by a line of steamers connecting daily with ports in Nova Scotia and New Brunswick, and thus with the various railway systems of Canada and the United States. Freight and passenger steamers connect weekly with Quebec and Montreal to the north, and with Halifax and Boston to the south. The island has also over 200 miles of railway in operation.

Ordinary navigation generally closes about the middle of December, and reopens about the middle of April. Between these months communication is carried on with the mainland by a steamer specially constructed for winter navigation. This service is supplemented by boats which cross to New Brunswick at the nearest points, a distance of nine miles.

Climate. The climate of Prince Edward Island is remarkably healthy. The cold is certainly more severe, and lasts for a longer period than in England, but the atmosphere is dry and salubrious, and the summer is of such brightness and beauty as to compensate amply for the winter. The weather generally becomes unsteady in the early part of November, and sometimes sharp frosts, with flurries of snow, take place about the middle of the month, the frost gradually increasing until the ground resists the plough, which is ordinarily about the second week in December. The cold then increases rapidly, and the ground is covered with snow. During the months of January and February the weather is usually steady, with the thermometer occasionally from 10 to 15 degrees below zero of Fahrenheit. March, as in England, is a windy month, and is throughout very changeable. During the latter part of this month the snow rapidly melts, and the ice becomes rotten and dangerous for travel, and wholly disappears about the middle of April. Strong southerly winds then set in, and the last vestiges of frost speedily vanish. The spring is short, and in the beginning of June the summer bursts forth, and from this time till the end of September the climate resembles that of the southern coast of England. The thermometer, however, during calm weather, indicates a greater degree

of heat, but the sea breeze seldom fails to lower the temperature, so that little inconvenience thence arises. About the middle of September the autumn commences. The cold is neither so great in winter, nor the heat so intense in summer, as in the north-western provinces of the Dominion, while the island is almost entirely free from fogs.

Cities and Towns. Charlottetown, the seat of Government, is pleasantly situated upon a point of rising ground at the confluence of the York, Elliot and Hillsborough Rivers. It contains 11,374 inhabitants, and is well laid out with wide streets, which intersect at right angles. Its affairs are managed by a Corporation, consisting of a mayor and ten councillors. The harbour is large, deep, and well sheltered, and is said by Admiral Bayfield (a standard authority) to be in every respect one of the finest harbours in the world. It is the principal port of shipment.

Summerside, the capital of Prince County, is situated upon Bedeque Bay, 40 miles west of Charlottetown. It is a town of about 2,883 inhabitants, and does a large trade in shipbuilding and exportation of produce, etc. It has a fine harbour.

Alberton, in the western part of the island, is distant 40 miles from Summerside, and is situate upon Cascumpec Bay, which is largely frequented by fishing vessels that come in to tranship their fish and secure supplies, and occasionally for shelter.

Georgetown, 30 miles east of Charlottetown, is the capital of King's County. It has a magnificent harbour, which remains open nearly the whole year.

Souris, 60 miles east of Charlottetown, is the outlet for the exports of a large portion of King's County. It also possesses a fine harbour, which has of late been considerably improved.

Other rising villages are Kensington, Montague, Cardigan, Crapaud, Tignish, Mount Stewart, Hunter River, Breadalbane, etc.

Soil and Crops. Prince Edward Island is noted for the fertility of its soil, and it may confidently be asserted that, with the exception of a few bogs and swamps composed of a soft, spongy turf, or a deep layer of wet black mould, the whole island consists of highly valuable cultivated land. The soil, which is well watered with numerous springs and rivers, is formed for the most part of a rich layer of vegetable matter above a bright loam, resting upon a stiff clay and sandstone ; the land, in its natural state, being covered with timber and shrubs of every variety. All kinds of grain and vegetables grown in England ripen here in great perfection. The principal crops raised are wheat, oats, barley, potatoes and turnips, of which oats and potatoes are exported in immense quantities. The island grows very good wheat, and probably better oats than most other parts of the Dominion. Of the former, the crops are from 18 to 30 bushels, and of the latter 25 to 70 bushels per acre. Barley, too, makes a very nice crop. The island is noted for its large crops of excellent potatoes, which not uncommonly reach 250 bushels an acre of fine handsome tubers. Swedish turnips make a fine crop, not uncommonly reaching 750 bushels per acre of sound and solid bulbs.

In addition to the natural fertility of the soil, the facility for obtaining manure may be set down as a particular advantage. In most of the bays and rivers are found extensive deposits of mussel-mud, formed by decayed oysters, clam and mussel-shells. The deposits vary from five to twenty feet in depth, and their surface is often several feet below low-water level. Machines placed upon the ice and worked by horse-power are used for raising this manure. Procured in this way, in large quantities, and possessing great fertilizing qualities, it has vastly improved the agricultural status of the island.

Live Stock. Of late years very considerable improvements have been made in raising farm stock. The horses of the island enjoy a high reputation, much attention having been bestowed upon their breeding. In recent exhibitions, open to the whole Dominion, held in Montreal and Halifax, a large share of the honours and prizes for the horses was awarded to this province. For sheep, also, it is especially suited, the mutton being of a very fine flavour. Swine are also kept in large numbers, Island pork being well and favourably known in Dominion and American markets. The Provincial Government maintains a Stock Farm, on which pure-bred stock is raised and distributed through the country.

Fisheries. Prince Edward Island is, without doubt, the best fishing station in the Gulf of St. Lawrence, but the habits and feelings of the inhabitants are so decidedly agricultural that the fisheries have not received from them the attention which they deserve. They consist chiefly of mackerel, lobsters, herring, cod, hake and oysters, while salmon, bass, shad, halibut and trout are caught in limited quantities. In the year 1891 the value of the products of the fisheries was $1,238,734, which included 17,487 barrels and 146,240 cans of mackerel, 40,500 barrels of herring, 14,520 cwt. of cod, 93,304 lbs. of haddock, 8,515 cwt. of hake, 6,000 lbs. of halibut, 39,200 lbs. of trout, 285,200 lbs. of smelts, 830 barrels of eels, 41,030 barrels of oysters, 3,670,414 lbs. of lobsters, and 13,388 gallons of fish oils. The present annual value of the oyster fishery is $123,000, and this most valuable industry is capable of vast development. The export of lobsters for 1891 was 2,185,607 lbs., of the value of $322,265.

Coal. But little has been attempted towards developing the coal of the island. Its proximity to the extensive coal fields of Nova Scotia and Cape Breton, and the depth at which the deposits exist, render mining unprofitable, for the present at least.

Manufactures. The manufactures of Prince Edward Island are limited, but have rapidly developed of late. They consist of butter, cheese, starch and soap factories, tanneries, grist, saw and woollen mills, factories for canning and preserving meat and fish, carriage factories, etc. By the census of 1891 the figures of island industries were as follow:—

Capital invested	$2,910,663
Number of hands employed	7,906
Yearly wages, about	$1,100,000
Value of products	$4,333,510

Compared with the census of 1881, these figures show an increase in ten years of nearly 40 per cent in capital invested, 38 per cent in hands employed, and 27 per cent in value of products.

Land Regulations. For many years what was known as the "Land Question" was a fruitful source of discontent. Now, happily, it is possible to write of this beautiful island with merely a passing reference to this grievance, and to say that it no longer exists. Absentee proprietorship has been abolished, and the Local Government, which purchased the interests of the landlords in 1875, have taken their place, not, however, for the purpose of exacting the annual rent from the tenants, but with the object of making them owners of the soil which they have redeemed from the wilderness. Of this immense advantage by far the great majority of the tenants have availed themselves, to such an extent, indeed, that at the close of 1888 only 100,479 acres remained unsold of the 843,981 acquired by the Government, and of this quantity only about 55,000 acres represented land held by parties who had not yet purchased. The remaining 45,000 acres may be set down as the available uncultivated and vacant Government land. These consist of forest lands of medium

quality, the very best having, of course, been taken up by the tenants in the first instance, and their price averages about one dollar per acre. Parties desiring to settle upon them are allowed ten years to pay for their holdings, the purchase-money to bear interest at 5 per cent and to be payable in ten annual instalments.

Improved Farms.

Although there is apparently little room for new settlers, yet Prince Edward Island is a desirable field for a certain class of emigrants who, in search of a ready-made farm, where they may have the social comforts of life within their reach, are prepared to pay a higher price rather than go westward. Such farms can be obtained in the island, and various circumstances have contributed to place them in the market. The price of such land varies much according to its quality, situation and buildings; but with good buildings, a farm of 100 acres can be obtained for $20 to $35 (£4 to £7) an acre. Facilities for travel and transportation are excellent, the roads are good, and few farmers are as much as six miles from a shipping place for their surplus produce. All the necessaries of life can be had at very low rates. Labour-saving machines of the most approved kind can be purchased or hired without any difficulty, the competition in this branch being so keen.

NOVA SCOTIA.

Position and Area. The Province of Nova Scotia, in the Dominion of Canada, is situated between 43° and 47° north latitude and 60° and 70° west longitude. Nova Scotia proper is connected with the Province of New Brunswick by an isthmus about 14 miles wide. Its area is about 300 miles in length by 80 to 100 miles in width. The Island of Cape Breton, which is a part of the province, and contains four counties, is separated from the mainland, or peninsula, by a narrow channel called the Strait of Canso. The province contains something over thirteen millions of acres, of which nearly one-fifth part consists of lakes and streams. Five or six million acres of land are fit for tillage; the remainder, which is chiefly a belt of the sea-coast, is rocky and barren. From the appearance of the coast no idea could be formed of the beauty and fertility of the interior. The coast is indented with numerous excellent harbours, most of which are easy of access, safe and commodious.

Scenery. There is no finer scenery to be found in America than in many parts of Nova Scotia. There is a great variety of hill and dale; small, quiet, glassy lakes and pretty land-locked inlets of the sea, which would afford charming studies for an artist. The glorious bright tints of the autumn forest scenery, warmed by an Indian summer sun, cannot be urpassed. Each county has, in its scenery, some feature peculiar to itself and distinct from that in the others, thus affording a great attraction to the tourist; and those persons who are in search of a quiet rural residence, away from the noise and bustle of the city, may have a choice of localities such as for variety can hardly be found in any country of the same extent on this side of the Atlantic.

Climate. The climate of Nova Scotia is well suited to Europeans. It is not generally known outside the province that the temperature is more equable than in any other part of the Dominion. The extreme cold which is experienced in winter in other parts of America is not known here, owing perhaps to the fact that the province is almost completely surrounded by the sea, and that the Gulf Stream sweeps along within a few miles of its southern shore; and, further, that the province is protected from the chilly north winds by an almost continuous belt of mountains, or very high hills, stretching along its northern side. The climate varies, however, in different parts of the province. In the Annapolis Valley the spring opens about two or three weeks earlier in the year than in Halifax, and the weather is generally drier, clearer and more exempt from fog. The mountain range at the north side of the valley, which skirts the shore of the Bay of Fundy, is high enough to prevent the sea fog from coming over—thus, while it is sometimes damp and disagreeable on the north side of the range, which faces the bay, in the valley, only three or four miles away, it is delightfully warm and bright. In Halifax and the eastern counties the mercury seldom rises in summer above 86° in the shade, and in the winter it is not often down to zero. In the interior, say in the Annapolis Valley, the winter is about the same, but the summer is warmer, although, owing to the dryness of the atmosphere, the heat is not oppressive. The climate is extremely healthy; there is probably none more so in the world. The health returns from British military stations place this province in the first class. Nova Scotia has fewer medical men in proportion to the population, and requires their

services less, than probably any other part of America. No person is allowed to practise medicine or surgery unless he has obtained a diploma from some university, college or incorporated school of medicine, and has passed a successful examination before the provincial medical board. The fees of physicians are moderate.

Fertility of Soil. The fertility of the soil in many of the agricultural districts is very great, as is evidenced by the fact that, in quantity and quality, the production of the farms, even under a careless system of cultivation, is equal, and in some cases superior, to those of Great Britain; for instance, the orchards in the Annapolis Valley, particularly, produce larger and finer apples than are grown in any other part of the continent, and are capable of great development. The grain and root crops are excellent, the average production of which, in the western counties is, as nearly as it is possible to estimate it, as follows:—

Wheat	per acre	18	bushels.
Rye	"	21	"
Barley	"	35	"
Oats	"	34	"
Buckwheat	"	33	"
Indian corn (maize)	"	42	"
Turnips	"	420	"
Potatoes	"	250	"
Mangel-wurzel	"	500	"
Beans	"	22	"
Hay	"	2	tons.

Live stock and Dairy Farming. This might be more extensively and profitably prosecuted in this province. Of course, every farmer raises stock; but most of it is raised to supply the markets with butcher's meat. Not nearly so much attention is paid to the making of butter and cheese as to raising cattle for the slaughter-house. In some counties, however, cheese and butter are made in considerable quantity, both for home consumption and for export. A great deal of the profit of every farm arises from the sale of fat cattle. There is plenty of first rate pasturage in every county, and almost the only expense of raising stock is that of the winter feed, and as that consists chiefly of hay, at a cost or market value of from 25s. to 40s. per ton, according to locality or season, it will easily be perceived that the business is profitable. There is much land suitable for sheep-raising in every county, and even among the wild lands there are tracts of pasture that might be made capable of maintaining large flocks at very little expense.

Fruit Growing. For all the fruits of the temperate zone the soil and climate of Nova Scotia are favourable. Fruit-raising at present is confined chiefly to three counties, viz., Annapolis, Hants and King's, out the eighteen comprising the province. Apple-growing has received most attention heretefore, and the crop reaches some 300,000 barrels from the districts referred to, a large part of which is exported. The excellent flavour and the keeping qualities of Nova Scotian apples have won for them a high position in the markets of Europe and the United States, and there is legitimate room for a large extension of the present area devoted to that fruit. Peaches, plums, and specially very fine local varieties of cherries, strawberries, raspberries, etc., and tomatoes, give large yields with little attention; and in addition to the large demands for local consumption, considerable quantities are supplied regularly to New York, Boston, and other towns on the American seaboard. Fruit-growing in Nova Scotia, as a rule, is conducted in conjunction with mixed farming, the orchards—generally one to five acres in extent—being attached to farms of from 100 to 200 acres. There

are always desirable farm properties of this class for sale at from £200 to £1,000, particularly in the counties that border the Bay of Fundy, so that persons of modest means are able to find suitable openings.

Fisheries. The fisheries have long been celebrated. No country in the world can exceed Nova Scotia in variety of delicious fish and inexhaustible quantity. The total value of the fisheries of this province for the year 1891, the latest of which we have statistics, was over $7,000,000, or about a million and a half pounds sterling. There are cod, haddock, mackerel, herring, alewives, pollock, hake, halibut, eels, shad, salmon, trout, grayling, perch, smelt, etc.

Good sport is afforded by spearing lobsters at night by torch-light. There is a spendid supply of shell fish, viz., oysters, scallops, clams, quahaugs, mussels, etc. ; the rivers and lakes afford salmon, grayling and trout ; and there is no lack of the disciples of Isaac Walton, from the youngster of ten years of age to the grey-headed sportsman of seventy, who may be seen all through the season wending their way, with rod, landing net and basket, to the favourite haunts of the salmon or speckled trout.

The Forest. Nova Scotia contains large tracts of woodland, which produce timber for shipbuilding and for manufacturing into lumber for exportation. Millions of feet of pine, spruce, hemlock, hardwood, deals, scantling, staves, etc., are annually shipped from the different ports in the province to the West Indies, United States, Europe, etc. It also supplies the ports of Massachusetts with thousands of cords of firewood. Oak, elm, maple, beech, birch, ash, larch, poplar, spruce, pine, hemlock, fir, etc., all grow to a large size. Rock maple, black birch, beech and other hardwoods make excellent fuel ; but it seems a pity that in a country where coal is so abundant so many and such valuable trees should be used for fuel. In the forests may also be found numerous small trees and shrubs, which are valuable for medicinal and other purposes, among which are wild cherry, sumac, mountain ash, sarsaparilla, elder, hazel, bay, etc. Wild flowers are in great profusion. The trailing arbutus, which blooms in April and May, cannot be surpassed in delicate beauty and fragrance.

Sport. The province is a sort of sportsman's paradise, as there is excellent hunting, shooting and fishing in every county. Of wild animals there are bears, foxes, moose, deer (cariboo), otter, mink, sable, musquash, hares, racoons and squirrels ; and of feathered game, woodcock, snipe, plover, partridges, geese, ducks, brant, curlew, etc. The game laws are simple. They are made only to protect game when out of season. This is necessary, in order to preserve it from total destruction. No person is allowed to kill any partridge between the first of January and the first of October, under a penalty of two dollars for each offence nor allowed to kill any moose or cariboo between the first day of February and the fifteenth of September ; neither is any person allowed to set traps or snares for catching these animals. Otter, mink and musquash are protected between the first of May and the first of November. No person is allowed to kill any woodcock, snipe or teal between the first of March and the first of August ; nor any blue-winged duck during the months of April, May, June, and July. Nor is any person allowed to kill any woodcock before sunrise or after sunset. There are no private game preserves in the country ; consequently there is no necessity for a law for the punishment of poachers. The hunting and shooting grounds are easy of access, as there are good roads to every part of the province. Charles Hallock, the author of "The Fishing Tourist," says "the whole of Cumberland County comprises one of the finest moose-hunting grounds in the world."

Minerals. The mineral resources of Nova Scotia are very valuable, and it is one of the few countries which have workable deposits of coal, iron and gold side by side. In Cape Breton, Pictou and Cumberland counties are extensive deposits of bituminous coal, similar to the deposits of the north of England, which are worked by several companies. The coal trade is steadily growing, and 2,044,784 tons were extracted in 1891, while less than one-half that quantity was sold twelve years ago. The iron ore deposits of the province, although very extensive, are worked only at Londonderry, Torbrook and Springhill, where iron of excellent quality is made. The gold-fields of Nova Scotia, although extensive and valuable, have hitherto been worked only on a small scale, but more attention is now devoted to them, and their development will form an important industry. Large deposits of gypsum abound, and about 150,000 tons are annually extracted. Among other minerals that are worked to some extent may be mentioned manganese, antimony, barytes, grindstones, etc.; deposits of copper, lead, graphite, etc., are also known. The quarries of Nova Scotia furnish excellent granites, syenite, serpentine, marble, freestone, etc. As may be inferred from the preceding remarks, the province is rich in those minerals which interest the mineralogist, and frequently prove useful for industrial purposes. The total value of the mineral productions of the province for the year 1891 may be estimated at about three millions of dollars.

Tenure of Mineral Lands. The grants of lands to the early settlers in this province contained no systematic reservation of minerals. In some instances gold, silver and precious stones only were reserved; in other cases the gold, silver, iron, copper, lead, &c., were retained for a source of revenue to the Crown. In this connection the rates of royalties paid are :—

On the gross amount of gold obtained by amalgamation or otherwise in the mill of a licensed mill-owner, a royalty of two per cent.

On coal, seven and a-half cents on every ton of two thousand two hundred and forty pounds of coal sold or removed from the mine.

On copper, four cents per unit.

On lead, two cents per unit.

On iron, five cents on every ton of two thousand two hundred and forty pounds of ore solid or smelted.

Tin and precious stones, five per cent of their value.

The Act of Settlement releases to the owner of the soil all gypsum, limestone, fireclay, barytes, maganese, antimony, etc., and any of the reserved minerals whenever the reservation is not specified in the original grants.

Land Regulations. There are now in Nova Scotia about two millions of acres of ungranted lands, a considerable quantity of which is barren and almost totally unfit for cultivation; but there is some land in blocks of 200 to 500 acres which is really valuable and some of it the best in the province, and quite accessible, being very near present settlements. The price of Crown lands is $40 (£8 stg.) per 100 acres.

Manufactures. Although Nova Scotia is perhaps better adapted for a manufacturing country than any other part of America, owing to an unlimited command of water-power, and its inexhaustible supply of coal and iron, there are few manufactures in comparison with what, considering the facilities, there might be; or what may in the near future be expected.

The census returns show the following :—

	1881.	1891.
Number of establishments.....	5,459	10,373
Capital invested.....	$10,183,060	$19,007,614
Number of employees.	20,390	34,265
Wages paid.....	$4,098,445	$6,974,818
Value of products..	$18,575,326	$30,243,683

Shipping and Trade. Nova Scotia owns more shipping in proportion to population than any other country, and her vessels do a considerable proportion of the carrying trade of the world. They may be found in every port of the habitable globe, loading and discharging cargoes. The exports consist of fish, coal and other mineral substances, lumber and general products; and the imports, of West India produce, British and American manufactures, tea, &c., from China and the East Indies, and hemp from Russia.

Railways. There are now 500 miles of railroad in operation. Passengers can go southwest from Halifax to Yarmouth (217 miles). From Halifax there is a railway (the Intercolonial) to the borders of New Brunswick (142 miles), with a branch from Truro eastward to the Strait of Canso (123 miles), and a line is constructed from there through Cape Breton to Sydney. There is also a branch from Springhill to Parrsboro', about 34 miles. A line is also completed from Middleton, in the County of Annapolis, to Lunenburg (74 miles); other lines are projected. Nearly all parts of the province are thus in direct communication by rail with the metropolis, and also with other provinces of the Dominion and with the United States. The province is connected with Europe by lines of excellent steamships. There are also a line of steamers to Newfoundland, two to Boston, one to New York and one to Baltimore.

Population. The population of the province is 450,396, consisting of English, Scotch, Irish, German, French and native-born inhabitants, a few thousand coloured people, and about two thousand Indians. The latter supply the markets with baskets and other small articles of wooden-ware, by the sale of which, and by hunting, they earn a livelihood and supply their wants. They live in tents or wigwams in the forest, on lands of their own, granted to them by the Government, and termed Indian Reserves.

Halifax. This city (40,236) is the capital and the seat of Government. It is situated on the west side of Chebucto Bay, now called the harbour of Halifax. The city is about three miles in length by about an average of a mile in width. It is laid out in squares, the streets running at right angles. There are 28 churches, and a large number of school-houses, some of which are handsome brick structures. The city is the seat of Dalhousie College, a prosperous institution. The Provincial Parliament building and the Dominion Post Office and Custom House are very fine structures. There are five local banks, most of which have handsome buildings, and there are several branches of British and Canadian banks. The Halifax Club and the City Club are among the best establishments of the kind in the Dominion. There are several large hotels, and numerous smaller ones.

The scenery around Halifax and Dartmouth is charming. The Northwest Arm, a narrow arm of the sea, about two miles west of the city, is very pretty. This arm is about three miles long and about a quarter of a mile in width. Some pretty villas along its shores add considerably to the natural beauty of the locality. The Dartmouth lakes, Bedford Basin, and the Eastern Passage also present some beautiful landscapes.

Halifax is the headquarters of the British Army in North America, and there are always one or two regiments of the line, besides artillery and engineers, stationed in the city. The port of Halifax is the summer naval station of the North American and West Indian Squadron.

The other principal towns are Truro, Yarmouth, Pictou, Digby, Amherst, Windsor, Annapolis, New Glasgow, Sydney, Dartmouth, Kentville, Lunenburg, Bridgetown, Antigonish and North Sydney.

NEW BRUNSWICK.

No part of the world affords a more inviting field to the inhabitant of Europe who desires to better his condition by emigration than the Dominion of Canada, and in none of the provinces of Canada can a man whose means are small settle with a better prospect of rising by his own industry to a condition of independence than in New Brunswick.

It possessed, until the Intercolonial Railway was constructed, no direct rail communication with the western portion of the Dominion that was of any commercial significance. To this fact must be largely attributed the tardy recognition of its valuable resources, and the comparatively small immigration the province has attracted—compared with other portions of Canada—notwithstanding its unique advantages in climate, soil and position. The completion of the New Brunswick railway system throughout the interior of the province, forming northwards the shortest line of communication through Canadian territory with the rest of the Dominion, and connecting to the south with the American railway system, is doing much to help forward the development and settlement of the country. The short line of the Atlantic and North-west Railway Company from Montreal through the State of Maine to New Brunswick, bringing the commercial metropolis of the Dominion within a few hours of the Atlantic Ocean, has proved an additional factor in opening up the province.

Climate. If the climate of a country is to be judged by its effects on animal life, then the climate of New Brunswick may be pronounced one of the best in the world. Nowhere do men and women grow to finer proportions than in New Brunswick ; nowhere does the human frame attain to greater perfection and vigour, or is human life extended to a longer term. This is proved conclusively by the statistics of mortality and by the records of the British Army, which show that the death-rate is lower in New Brunswick and Nova Scotia than in almost any other country garrisoned by British soldiers. As it is with men and women, so also is it with domestic animals in Canada. Horses, cattle and live stock of all kinds, imported from Great Britain, not only maintain their excellence, but improve in the Canadian climate ; and so much is this the case that many cattle bred in Canada, of the best strains of blood, have been sent to England and the United States, commanding there very large prices for breeding purposes, as superior to any animals of the same breeds in those countries.

In this matter of climate, however, it is important that the emigrant who intends to go to New Brunswick should not be in any sense deceived. The climate of New Brunswick is radically and essentially different from that of Great Britain in two respects : the air is much drier, and the range of the thermometer is greater. Yet it is remarkable that emigrants from Great Britain feel the cold less than at home. There is a considerable difference between the climate on the coast of the Bay of Fundy and that of the interior, the former being milder and less subject to extremes of heat and cold.

Crops. New Brunswick produces every kind of grain and root crop produced in England, as well as some which will not come to maturity in the climate of the latter country.

All who have given the subject proper attention agree in stating that New Brunswick is particularly well adapted for a system of varied husbandry,

combined with cattle-raising and feeding. The pastures are excellent, and the abundant crops of roots afford the means of preparing beef and mutton of good quality for the provincial or English markets. That this can be done with profit has been demonstrated beyond a doubt.

The position of the maritime provinces on the Atlantic sea-board, and their proximity to Great Britain, give them special advantages for the transport of their products to that market.

All garden vegetables, such as cabbage, cauliflower, beet, celery, lettuce, cucumbers, onions, tomatoes, pumpkins and squash, grow to the greatest perfection. At the Provincial Exhibitions cucumbers 29 inches long, and squash weighing 158 lbs., have been shown.

The fruits of New Brunswick are apples, pears, plums, cherries, gooseberries, strawberries, raspberries, blueberries and blackberries. Wild grapes grow on all the islands of the St. John River, and butter-nuts and hazel-nuts are abundant in a wild state.

Live Stock. A great deal of attention has been paid of late years, both by the Government and by private breeders, to the improvement of the live stock of the province; and although there is still great room for improvement, the stock of the best New Brunswick farmers will compare favourably with that of other countries. Recently the Provincial Government has established a stock farm, which, in connection with the efforts of private enterprise, is likely to be productive of much benefit. The Federal Government has also established an Experimental Farm on the borders of New Brunswick and Nova Scotia in connection with the general system of Experimental Farms for the whole Dominion.

The introduction of improved breeds has led to the raising of large numbers of cattle for the English markets, a business which is now conducted on an extensive scale by the farmers of Albert and Westmoreland. Some of the establishments in these counties stall feed as many as 200 or 300 head in a winter; and large aggregate numbers are exported.

How to obtain a Farm. The farmers of New Brunswick are almost without exception the owners of the farms they cultivate. If a man rents a farm he only does so for a short period, and for the purposes of employing his time until he can do better. Every man can become a landowner if he wishes, and, therefore, the relations of landlord and tenant, so far as they apply to farmers, are almost unknown.

If a man goes to New Brunswick with sufficient capital he will have no difficulty in providing himself with a suitable farm, for there are always farmers who are ready to sell their farms, and make a fresh start in another part; while in other cases farms are thrown into the market owing to the death of their owners and other causes. Farms can be purchased with from 30 to 200 acres of cleared land, and provided with buildings, at prices varying from £200 to £2,000 sterling. The latter sum will purchase a first-class farm; and an excellent farm can frequently be bought for half the money near railway and water communication. To persons who desire to settle in the province and who have money, the only advice it is necessary for us to give is to look well about them until they find a farm in the market that suits them, and then to buy it. With prudence and attention to their business they are sure to succeed.

All men who wish to emigrate do not, however, possess enough money to buy a farm, or even to stock it if it was bought. To such the free grants and Labour Acts passed by the New Brunswick Legislature offer an easy way for them to become landowners, and in the end farmers, perhaps of independent means.

Ten years ago the free grant system of settlement was introduced, and it was found a great success. There are now about fifty free grant settlements in the province, settled by thousands of industrious men who had no means of purchasing farms, but who will soon be in prosperous circumstances. The aggregate value of the improvements in those settlements which have been carved out of the wilderness within the past ten years is probably not less than one million dollars.

Land Regulations. Crown lands may be acquired as follows :—

(1.) Free grants of 100 acres, by settlers over 18 years of age, on condition of improving the land to the extent of £4 within three months ; building a house 16 by 20 feet, and cultivating 2 acres within one year ; and continuous residence and cultivation of 10 acres within three years.

(2.) One hundred acres are given to any settler over 18 years of age who pays £4 in cash, or does work on the public roads, etc., equal to £2 per annum for three years. Within two years a house 16 feet by 20 feet must be built and 2 acres of land cleared. Continuous residence for three years from date of entry, and 10 acres cultivated in that time, are required.

(3.) Single applications may be made for not more than 200 acres of Crown lands without conditions of settlement. These are put up to public auction at an upset price of 4s. 2d. per acre. Purchase money to be paid at once. Cost of survey to be paid by purchaser.

The Forests and the Wood Trade. Next to agriculture, the industry which, in New Brunswick, employs the largest number of men and yields the largest returns, is the lumber trade. The whole of the province was originally covered with magnificent forests, and these forests are still a great source of wealth, their products forming by far the largest item in the exports of the province. This will be seen by the following statement of the exports of New Brunswick for 1891:—

Produce of the Mine	$ 66,919
" Fisheries	809,809
" Forest	3,982,734
Animals and their produce	181,486
Agricultural products	242,095
Manufactures	500,985
Miscellaneous articles	3,719
	$5,787,747

In addition to the above, New Brunswick exported in 1891 goods not the produce of Canada to the value of $1,395,001, of which $1,314,327 were products of the forest, chiefly boards and planks, the produce of logs cut in the State of Maine, floated down the St. John River, and manufactured in St. John and shipped to the United States.

Granted and Ungranted Lands. It is estimated that the province contains 17,894,400 acres, of which 10,000,000 acres have been granted and located, and 7,894,400 acres are still vacant.

Manufactures. New Brunswick, owing to its cheap coal and proximity to the markets of the world, has many advantages as a manufacturing country. It is now the seat of a number of extensive manufacturing industries, to which additions are constantly made, as the field for manufactured products becomes wider. There are five large cotton mills in the province—two in St. John, one at St. Stephen, one at Marysville and another at Moncton. These mills make cotton cloth and cotton yarn of all kinds, and give employment to about thirteen hundred persons. There are three large woollen mills in the province, one at St. John, one at Moncton and

one at Port Elgin, which manufacture homespuns, tweeds, flannels, dress goods, etc. There are a number of smaller cotton and woollen mills in various parts of the province.

The statistics of manufacturing as given in the census returns are :

	1881.	1891.
Number of establishments	3,117	5,419
Capital invested	$ 8,425,282	$16,608,755
Number of employees	19,922	26,609
Wages paid	$ 3,866,011	$ 5,936,021
Value of products	$18,512,058	$23,685,636

The Fisheries. The fisheries of New Brunswick are very valuable, and employ a large number of men. According to the returns of 1891, the number of vessels engaged in the New Brunswick fisheries was 131, and boats 5,794, giving employment to 12,222 men. The fishery products for 1891 were valued at $3,571,050, and stand second among the provinces of the Dominion. The kinds of fish caught are cod, haddock, hake, pollock, herring, alewives, mackerel, halibut, salmon, shad, sardines, smelt, sturgeon, eels, trout, lobsters and oysters, most of which are identical with the same species in Europe. The oysters found on the north coast of the province are of very fine quality. All the waters which wash the shores of the province abound with fish, and the great rivers are the natural home of the salmon and trout. There is no country in the world which offers such unrivalled opportunities for the angler as New Brunswick. Every river, brook and lake abounds with fish.

Minerals. There are indications of mineral wealth throughout the province, and a number of mines have been succesfully worked.

The following is the official statement of the products of the mines exported from New Brunswick in 1890 :

Coal	$ 1,728
Crude gypsum	55,107
Manganese	35,142
Plumbago	420
Unwrought stone and other articles	17,442
	$109,839

The principal cities and towns are St. John (39,179), which has one of the finest harbours on the North Atlantic ; Fredericton, the capital ; Moncton, Dorchester, Sackville, Shediac, St. Stephen, St. Andrews, Woodstock, Chatham and Richibucto. Many smaller towns, engaged in shipping and manufactures, are rising in importance.

Sport. There is plenty of sport in this province. The moose or elk, cariboo, red deer, bear, otter, fox, beaver, mink, muskrat, sable, fisher, ermine, racoon, lynx, porcupine and hare are all more or less abundant ; also game birds, such as wild geese, brant, ducks, partridges, grouse, curlew, plover, snipe, woodcock and pigeon. The Indians (consisting of the Micmac and the Amalecite tribes—the former inhabiting the coast and the latter the interior) are very inoffensive, and make useful guides in hunting and fishing expeditions.

Extent and General Capabilities. The Province of Quebec has an area of 228,900 square miles. The soil of a large portion of this immense area is exceedingly fertile, and capable of high cultivation. The cereals, grasses, root crops, and many of the fruits of the temperate zone, grow in abundance and to perfection. In the southern parts of the province Indian corn is a large crop, and fully ripens. Tomatoes grow in profusion and ripen, as do also many varieties of grapes. It may be mentioned, as a climatic fact of importance for the purpose of comparison, that neither Indian corn nor tomatoes will ripen in the open air in the United Kingdom. Quebec has vast tracts of forest land, and a very large lumber trade. It is rich in minerals, including gold, silver, copper, iron, plumbago, etc., and has especially immense deposits of phosphates of lime, but it has no coal. It has large deposits of valuable peat. Its fisheries are of immense extent, and among the most valuable in the world.

The inhabitants of the British islands and France will find themselves at home in the Province of Quebec, the English and French languages being both spoken.

This province was originally settled by the French. Among the first English settlers who fixed their homes in Quebec were the United Empire Loyalists, whom the War of Independence in the United States caused to emigrate to Canada. As a recognition of their allegiance the British Government gave them large grants of land in the Eastern Townships in Quebec.

River St. Lawrence. The great River St. Lawrence, which forms so remarkable a feature of the continent of North America, runs through this province from the head of present ocean navigation to the Gulf of St. Lawrence, and gives to the Province of Quebec a commercial position of commanding importance, not only in relation to the Province of Ontario and the North-west of Canada, but also to a large portion of the adjoining United States. This great river, apart from its commanding commercial importance, is also remarkable for great natural beauty at every point of its course. Its waters are everywhere clear and generally blue, being in this respect the opposite of the muddy waters of the Mississippi; and many of its affluents, some of which are 1,000 miles in length, would be estimated great rivers on the continent of Europe. It is worth a trip to Canada to sail up the St. Lawrence.

Montreal (216,650) is the chief city of Canada, the commercial metropolis, and the principal port of entry. It is built upon a series of terraces, and is about four miles long by two broad, and has a magnificent background in Mount Royal, which rises about 700 feet above the river level. The hotels, public buildings and quays are large and handsome. The city is the centre of the great railway system of Canada, and is the most important manufacturing district in the Dominion, having large and varied industries, which give employment to many thousands of artisans.

Quebec (63,000), the most historic city of Canada, is the seat of the Provincial Government, and presents many features of great interest, its surroundings including probably some of the most beautiful scenery in the world. The harbours, quays and graving dock are of great importance. It has rail and water communication with every part of Canada, and passengers from the ocean steamers generally land there in the summer season.

The other cities and towns in this province are Three Rivers, Levis, Sherbrooke, St. John's, Waterloo, Hull, St. Henri, Sorel, St. Hyacinthe.

Climate. The winters in Quebec are cold and the summers somewhat similar to those in France—this province having the summer suns of France, being in the same latitude. But very exaggerated notions prevail abroad as to the severity of the winters in the Province of Quebec. There is decided cold; but the air is generally dry and brilliant, and the cold, therefore, not felt to be unpleasant. Snow generally covers the ground during the winter months. It packs under foot, and makes everywhere winter roads, over which heavy loads can be drawn in sleighs with the greatest ease. These roads, for the purpose of teaming, are probably the best in the world, and they are available in the newest and roughest parts of the country before the regular summer roads are made. The snow which lasts generally commences in December and goes away in April.

The snow covering is most advantageous for agricultural operations, as is also the winter frost. Both leave the ground in a favourable state, after its winter rest, for rapid vegetable growth.

The climate of Quebec is one of the healthiest under the sun, as well as the most pleasant to live in. Fever and ague, those scourges of the south-western States, are unknown here. There is no malaria, every climatic influence being healthy and pure.

Soil and Productions. The soil of the province is found to be for the most part extremely rich, and susceptible of the highest cultivation. It is adapted to the growth of very varied products. The cereals, hay, root crops and grain crops grow everywhere in abundance where they are cultivated. Spring wheat gives an average of about eighteen bushels to the acre. Cattle-breeding on a large scale is carried on, and for some years past cattle have been exported in large quantities from this province to the English market. For pasturage the lands of Quebec are of special excellence, particularly those in the Eastern Townships and north of the St. Lawrence.

Indian corn, hemp, flax and tobacco are grown in many parts of the province, and yield large crops.

Parts of the Province of Quebec are especially favourable for the growth of apples and plums. Large quantities of the former are exported, and some of the varieties which are peculiar to this province cannot be excelled, and they have specialties which perhaps cannot be equalled. The small fruits everywhere grow in profusion, and grapes, as elsewhere stated, ripen in the open air in the southern and western parts of the province. They are now beginning to be largely grown.

Population and Industries. The population of the Province of Quebec was 1,488,535 by the census of 1891.

Agriculture is the chief occupation of the population at present, but manufactures, fishing in its great waters, and commerce, occupy the labours of a considerable part of its inhabitants, as do also lumbering, mining and ship-building.

The most important trade in Quebec is the lumber industry, and this affords, in many parts, a ready market for the farmer, and in the winter season employment for himself and his horses.

The extension of railways has been very rapid in the Province of Quebec since Confederation ; and these have led to a very great development of wealth. Many large manufactories have also been recently established.

The province has yet much room for men and women, and for capital to develop its vast resources.

The principal articles manufactured in this province are cloth, linen, furniture, leather, sawn timber, flax, iron and hardware, paper, chemicals, soap, boots and shoes, cotton and woollen goods, cheese, etc., and all kinds of agricultural implements. There are 672 cheese and butter factories and the number is rapidly increasing.

The statistics of manufacturing in the Province of Quebec according to the census of 1891 are :

Number of establishments	23,112
Capital invested	$116,969,581
Number of employees	116,830
Wages paid	$30,670,991
Value of products	$153,195,189

Means of Communication. The great River St. Lawrence, from the earlier period of settlement, has afforded the chief means of communication, but the province has other large navigable rivers, among which may be mentioned the Ottawa, which divides it from the Province of Ontario, and also in its turn has affluents of very considerable length ; the Richelieu, with its locks, affords communication with

the Hudson, in the State of New York; the St. Maurice is navigable for a considerable distance; and the Saguenay is one of the most remarkable rivers on the continent, or, in fact, in the world, and thousands visit it yearly to view its scenery. There are other rivers of less importance. It has already been stated that the extension of railroads has been very rapid, and these, in fact, now connect all the considerable centres of population both on the north and south shores of the St. Lawrence. The wild lands are opened up by colonization roads, and besides the regular macadamized roads there are roads everywhere throughout the province.

Fisheries and Minerals. It has been already stated that the Province of Quebec is rich in minerals. Gold is found in the district of Beauce and elsewhere. Copper abounds in the Eastern Townships, and iron is found nearly everywhere. Some very rich iron mines are being worked. Lead, silver, platinum, asbestos, etc., are found in abundance. The great deposits of phosphate of lime, particularly in the Ottawa valley, have been elsewhere alluded to. These mines have been extensively worked, and large quantities of phosphate have been exported. This mineral brings a high price in England, owing to its percentage of purity.

The fisheries of the province are a great boon to the settlers and fishermen resident on its coast lines. The fishing industry has attained large proportions, the products being exported to distant portions of the Dominion and foreign parts.

Farms for Sale, and Prices of Government Lands. Tenant farmers from the old country may find frequent opportunities to purchase improved farms in the Province of Quebec at very reasonable prices—from £4 sterling to £6 sterling per acre, including dwelling-houses, outbuildings and fencing. Farms of this description, particularly suited to emigrants from the United Kingdom, may be found in the Eastern Townships.

It has been already stated that about 6,000,000 acres of land have been surveyed by the Government, for sale.

Land Regulations. Lands purchased from the Government are to be paid for in the following manner:—One-fifth of the purchase money is required to be paid the day of the sale, and the remainder in four equal yearly instalments, bearing interest at 6 per cent. But the price at which the lands are sold is so low—from 20c. to 60c. per acre (15d. to 2s. 5½d. stg.)—that these conditions are not very burdensome; in fact, they are equivalent to giving the lands free, as the price at which they are sold is barely sufficient to cover the cost of making the survey and constructing roads.

The purchaser is required to take possession of the land sold within six months of the date of the sale, and to occupy it within two years. He must clear, in the course of ten years, ten acres for every hundred held by him, and erect a habitable house of the dimensions of at least 16 ft. by 20 ft. The letters patent are issued free of charge.

The parts of the Province of Quebec now inviting colonization are the Lake St. John district; the valleys of the Saguenay, St. Maurice, and the Ottawa Rivers; the Eastern Townships; the Lower St. Lawrence; Lake Temiscamingue, and Gaspé.

THE EASTERN TOWNSHIPS.

Settlement in Eastern Townships. The settler in the Eastern Townships has the choice between taking up wild or forest land and settling on an improved farm. It should be, however, explained that settling on wild land implies a great deal of hard work and special adaptation to ensure success. As a rule, men who have been brought up in Canada and accustomed to the use of the axe from youth are the most successful and skilful, while on the other hand newcomers from the British Islands are better adapted to carry on and still further improve already improved farms. Of course, it will cost as much labour in the first place to clear the forest as would buy an improved farm, but thousands of men whose means were limited have found their toil sweetened in their struggle for independence by seeing this condition grow from day to day under the work of their hands.

Productions. It may be stated that agriculture and dairying form the principal industries of the Eastern Townships. The butter produced is remarkable for its special excellence, the rich grasses of the hill sides and the water of the clear streams being most favourable for grazing. The good quality of the cheese is as marked as that of the butter. In point of stock-raising there are cattle in the Eastern Townships, both Shorthorns and Polls, which would compete with any in the world. There are also fine Herefords and other varieties. Sheep do well in the Townships, and they will probably become more profitable with the further opening up of the export trade to Great Britain.

The manufactures comprise woollens, ironware, agricultural implements, manufactures of cotton, sugar-refining, etc.

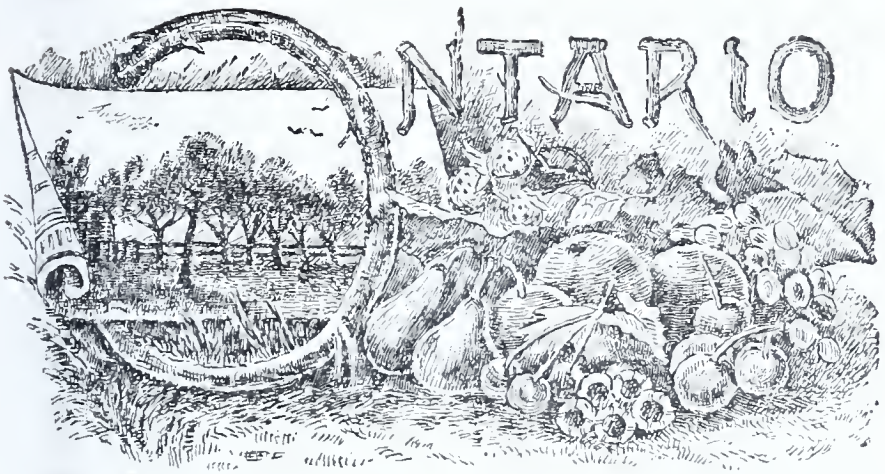
Suitability for Emigrants from the United Kingdom. The settler from the United Kingdom will find good society ; ample means for the education of his children, from the primary schools to the university ; churches of all denominations ; and congenial social conditions.

The Eastern Townships are the most English part of the Province of Quebec. They were originally settled by loyalists who fled from the United States at the time of the Revolution, and the spirit of loyalty which moved that great sacrifice still lives in their descendants. The tree which has grown in a little over one century answers to the root which was planted in the days of the American revolt.

The Eastern Townships are hilly and well wooded. They abound in small lakes, brooks and rivulets, and in natural springs of delicious fresh water. The grasses are rich and the conditions very favourable for the keeping of cattle and sheep. It is these conditions which make the dairy products so rich.

The climate of the Eastern Townships as well as the soil and shelter is favourable for fruit-raising. Apples are very plentiful. Grapes and tomatoes ripen in the open air and the conditions of life generally are pleasant.

On the shores of Lake Memphremagog, and in many other parts of the Eastern Townships, very handsome residences have been erected in situations of almost unexampled natural beauty, coupled with very favourable climatic conditions. Comparatively small means would enable a man to obtain an estate in the Eastern Townships in which he might find elements of comfort and natural beauty which even a large fortune would not enable him to secure in the old country. There is, moreover, the fact that society is much more free and open than in England ; and it therefore happens that the conditions are particularly favourable for the settlement of men who have themselves acquired competence in the walks of commerce or manufacturing industry in the mother country.



ONTARIO embraces an area of about two hundred and twenty-two thousand square miles, and has a population exceeding two millions.

Redeemed, as the cultivated portion of the province has been, from the primeval forest, it is needless to say that the vast wealth of timber still remaining is one of its most valuable heritages, capable of furnishing an abundant supply, both for home consumption and for every probable demand that commerce can make upon it, for long years to come. Though much has been added of late years to the general knowledge of the subject, the great region which is considered to be the main depository of nature's most liberal gifts in mineral wealth is as yet almost unexplored, and only known as to its general external features. But enough is already established to show that the districts north of Lakes Huron and Superior are enormously rich in iron, silver, copper, nickel and other minerals, and now that the Canadian Pacific Railway is running through that country, an early development of the mining industry is sure to follow. It is now ascertained that the nickel deposits are practically of illimitable extent and enormous value. In the Ottawa region, in addition to the metals already mentioned, there have been considerable finds of gold, while the quarrying of apatite, or phosphate of lime, and marble of excellent quality, are both profitable industries. In the southern district, near Lake Huron, are the famous oil springs, from which petroleum is obtained in immense quantities; further to the north in the same district are prolific salt wells, which send forth an abundant supply of brine, the salt obtained from which forms a large item in the commerce of the place; while eastward on the Grand River there are extensive mines of gypsum or plaster of Paris. There are also considerable areas of peat beds in several parts of the province; its rivers and lakes are well supplied with fish and its forests with game. But the great and abounding element of Ontario's natural wealth is in its soil, and to it and its products it is desired to direct the attention of intending immigrants.

Cities. Toronto, the seat of the Provincial Government, had a population of 181,220 according to the census of 1891. It is a city of which any country might be proud; it is continuing to grow very rapidly both in wealth and population, and has many very fine public buildings and many important manufactories.

Ottawa has a population of 44,164 ; it is the seat of the Dominion Government, and here are erected the Houses of Parliament and the departmental buildings. These constitute four of the finest edifices on the continent of America, and excite the admiration of all beholders. Ottawa is the centre of the Ontario lumber trade.

Hamilton (population 48,980) is beautifully situated on the south-west shore of Burlington Bay, at the extreme west end of Lake Ontario. It has excellent facilities for communication by water and railway, and is a large manufacturing city.

London (31,977) is located at the junction of the north and south branches of the River Thames. It has excellent railway facilities, is the centre of a rich agricultural district, and has many manufactories.

Kingston (19,264) is one of the oldest settled districts in Ontario. It is situated on the Cataraqui River, at the head of Lake Ontario, and is also connected with Ottawa by the Rideau Canal. It is the site of the Royal Military College, and the centre of an important mining and manufacturing district. It has good railway and water communication.

Guelph (10,539) is on the main line of the Grand Trunk Railway. It has many manufacturing establishments, and is the centre of a rich agricultural section. The Ontario Agricultural College and Experimental Farm are situated here.

St. Catharines (9,160) is situated on Twelve-mile Creek, and is the principal point on the Welland Canal. It has good railway facilities, and has several extensive manufacturing industries.

Brantford (12,753) is on the Grand River, which is navigable to within 2½ miles of the city. A canal has, however, been opened, affording uninterrupted communication with Lake Erie. It is a railway centre, is noted for its fine buildings, and has large manufacturing industries.

The other chief cities and towns in Ontario are St. Thomas (10,370), Stratford (9,501), Chatham (9,052), Brockville (8,793), Peterborough (9,717), Windsor (10,322), Port Hope (5,042), Woodstock (8,612), Galt (7,535), Lindsay (6,081), Barrie (5,550), Port Arthur (3,000).

Manufacturers and Demand for Labour.

The soil of this province may be generally described as very rich. It varies in different localities, but a large proportion of the whole is the very best for agricultural and horticultural purposes, including the growing of all kinds of fruits which flourish in the temperate zone ; its special adaptation to the growth of these being favoured as well by its summer suns as by the modifying influence of the great lakes.

Men to work and develop the agricultural and mineral resources are, therefore, the kind of immigrants Ontario most needs. Agriculturists, from farming being the leading industry, stand in the first place. The demand for female domestic servants is always large and steady. But as respect artisans and mechanics, and men required by its numerous industries, they are referred to the general directions to classes who should immigrate to this country, in the earlier pages of this book.

Ontario is rapidly becoming an important manufacturing country. The leading industries are works for making all kinds of agricultural implements, in iron and wood, waggons, carriages, railroad rolling stock (including locomotives), cotton factories, woollen factories, tanneries, furniture factories, flax works, ordinary iron and hardware works, paper and pulp factories, soap works, woodenware, etc. The bountiful water supply in Ontario, as well as steam, is used for motive power in these manufactures.

The census returns for Ontario relating to manufacturing are as follows, and refer to the year 1890 :

Number of establishments	32,028
Capital invested	$176,603,340
Number of employees	165,326
Wages paid	$49,207,710
Value of products	$240,100,267

Agricultural College. The Agricultural College and Experimental Farm, near the city of Guelph, forty-nine miles from Toronto, in the midst of a fine farming district, were established by the Provincial Government, under the administrative control of the Provincial Minister of Agriculture for the special purpose of giving a practical and scientific education to the sons of farmers. The farm consists of some 550 acres, and is fitted with every appliance for successfully carrying out its purpose of giving to the youth who attend it a thorough and practical knowledge of every branch of agriculture, more especially of those branches which are best adapted for profitable prosecution in the province, according to conditions of climate and soil. It is conducted by an able staff of professors, instructors, etc., etc., and the fees are exceedingly moderate. For residents in Ontario, who are the sons of farmers, or who have served an apprenticeship of one year on a farm, $20 a year ; for residents who are not farmers' sons, and who have not served an apprenticeship on a farm, $30 a year ; for non-residents who have served an apprenticeship on a Canadian farm, $50 a year ; and for non-residents who have not served an apprenticeship, $100 for the first and $50 for the second year. It will be observed that the scale of fees is graduated in favour of the people of the province, while strangers are permitted to enjoy its advantages by an extra payment.

The Experimental Farm has conferred great benefit on the agriculturists of the province, by the importation of thorough-bred stock from Great Britain, and by holding annual sales as the animals multiply on the farm. In order that farmers in all parts of the province may share equally in the advantages of this arrangement, the animals bought at the sales are delivered at the purchaser's residence free of expense. It annually distributes seeds and grains that have been imported from Europe and tested for two or three years. The results of its various experiments in grain-growing, feeding, dairying, etc., are published in bulletins from time to time. Fully equipped laboratories are connected with the college and farm, and every department of agricultural instruction is well organized. Further information may be obtained through the president of the college, Guelph., Ont. It must be obvious that such an institution is calculated to aid very materially in the development of every branch of agricultural industry.

Climate. The climate of Ontario varies according to latitude, altitude and situation with reference to the great lakes, but is upon the whole one of the most pleasant and healthful in the world. The extremes of heat and cold are greater than in Great Britain, but the purity and dryness of the atmosphere render the hottest days in summer as well as the coldest in winter endurable without discomfort.

In the southern region, bordering on the lower lakes (Erie and Ontario), the winter usually begins about Christmas and lasts until the latter part of March. Further to the north it begins a little earlier, say about the middle of December, and breaks up during the first or second week in April. Except in the northern region, there is no winter in Ontario lasting over four months, and its average duration in the settled portion of the province (previously described) is from three months in the southern and western to three and a half, or at most four months, in the eastern and northern

districts. Though in the northern parts of the province the winter begins earlier and breaks up later than in the southern, yet so far as settlement has yet advanced to the west and north, the seasons have offered no bar to the successful prosecution of agriculture.

April ushers in the spring, which comes with great rapidity, the luxuriant vegetation being a perennial source of wonder and admiration even to those who have witnessed it for twenty or thirty years, but whose memories recur to the slower growth with which they were made familiar in the country where they spent their youth. For the practical purposes of the farm the spring is a "short" season and a busy one. The genial rains which fall liberally in April and May, and the increasing warmth of air and soil, push forward vegetation with great vigour, and in a few weeks the summer time and the harvest are hurried on together.

The summer season is usually reckoned from the middle or end of May to the middle of September. Under the steady warmth, and refreshed by occasional brief but copious showers, the crops make rapid progress, and the month of June is hardly finished ere the hum of preparation for the harvest is heard. Hay cutting begins about the end of June, and wheat harvesting in the first week of July, in the most southern parts of the province. In other localities both operations begin a week or two later, according to the situation. All the other grain crops follow in rapid succession, so that before the end of August the harvest is completed throughout the province. The harvest time is usually the period of extreme summer heat, yet those who work in the open fields, under the rays of the sun, in the middle of the hottest days seldom suffer injury or even serious discomfort if they use ordinary precautions for their protection.

The autumn season, called the "Fall," is the most deliciously enjoyable weather of the whole year to those who do not give the preference to the crisp air, the keen frost and the music of the sleigh-bells in winter. Autumn is not less beautiful than summer; the atmosphere is cooler, but in October and sometimes in November the days are of a genial warmth, and the nights cool and refreshing. The operations on the farm at this season consist mainly of preparations for the next approaching seasons of winter and spring. The gathering and storing of root crops, the "fall" ploughing, and the preparations generally for wintering stock, etc., should keep the farmer and his help busy, whenever the state of the weather permits. It is usual to have a flurry of snow some time in November, which, however, seldom lies more than a day or two, when it disappears; and the cool, open weather, with occasional heavy rains, runs well on through December, especially in the south-western districts.

Access to Markets.

The position of Ontario, with respect to its means of access to the markets of the world, is very advantageous. Its interior means of transport are ample. At half a dozen different points its railway system connects with that of the United States. Its magnificent system of lake, canal and river navigation accommodates not only its own trade, but also a great portion of the trade of the Western States. Toronto, its capital, the seat of the Provincial Government and Legislature, of the Universities and other institutions of learning, and of the Law Courts, is a fine and flourishing city and offers a ready market for almost everything the farmer has to sell. It is the headquarters of the principal exporters of live stock, and of the leading men in commercial and manufacturing business, and the centre of a complete network of railways extending throughout the province in all directions. The trip from Toronto to Liverpool can now be made with ease and comfort in eight or nine days by the present St.

Lawrence steamers, and might be made in much less time by the "ocean greyhounds." Large quantities of farm and dairy produce are sent yearly to British markets.

The markets throughout the province are within easy reach of the farmer in every settled district. The highways are substantially made and kept in good repair, towns and villages are thickly dotted over the country, being seldom more than from five to ten miles apart, and all farms are within a short distance of a railway station. The question of easy access to market is one which might be supposed to involve serious difficulties in a country embracing such a wide range of distances; but, practically, the means of transport are so ample and the freight rates so regulated, and upon the whole so low, that there is no settled part of the province in which material obstacles are presented, either as respects cost or convenience.

Soil. Ontario has many varieties of soil, nearly all of which are fertile and easy of cultivation. The most common are the loams of different kinds, black, clay and sandy. There are also light and heavy clay soils, sandy soils, and in some districts marsh and alluvial soils of great depth resting on clay bottoms. The old farms are in some places partially worn out through long-continued wheat cropping; but they still yield a profitable return if cultivated with the view to stock-raising or dairy farming, the two branches which promise in the future to be the leading features of agricultural industry in Ontario, both of which have a tendency to restore and enrich the soil.

Crops. An agricultural return, collected by the Bureau of Industries for the Province of Ontario, gives the following average annual production of field crops per acre for the whole Province of Ontario, for the ten years ended 1891, together with the total yields:—

	Total Yield.	Per acre.		Total Yield.	Per acre.
Fall wheat....bush.	18,059,235	20·0	Buckwheat....bush.	1,571,000	22·6
Spring wheat.. "	8,882,998	15·8	Beans..... "	521,547	19 9
Barley ..... "	19,349,351	26·0	Potatoes ... . "	18,840,633	121·2
Oats..... "	58,410,603	35·1	Mangolds. .... "	8,538,096	437·
Rye ..... "	1,683,211	16·2	Carrots. .... . "	3,659,347	351·
Pease ..... "	13,908,658	20·8	Turnips ..... . "	42,981,280	410·
Corn in ear... "	12,810,314	66·1	Hay and clover.tons	3,102,733	1·35

To show that the land is in even a better condition than it was ten years ago, the following are given, being the averages of the products named for the year 1891:—Fall wheat, 25·7 bushels per acre; spring wheat, 21·0; barley, 29·2; oats, 40·8; rye, 16·7; peas, 24·4; corn in ear, 75·9; buckwheat, 24·2; beans, 18·6; potatoes, 150·1; mangel wurtzels, 513; carrots, 387; turnips, 546; hay and clover, 1·75 tons.

Hemp, flax, tobacco and sugar beet are profitable crops. Maize, or Indian corn, and tomatoes, ripen well, while in the greater part of the province peaches and grapes come to perfection in the open air. The growth of such products form an unerring index to the character of the climate. Immense quantities of grapes are grown in Western Ontario especially, and shipped to all the principal markets of the Dominion, or are consumed in the district in the production of wine.

Live Stock. But flattering as the foregoing figures are to the Province of Ontario, its agriculturists are now turning their attention more and more to dairy farming and stock-raising, which have been developed within a few years to an extent that has given surprising and gratifying results, both in illustrating the capabilities of the soil and in proving that such farming is far more profitable than the old system.

As to the value of the live stock in the province, it may be mentioned that, according to the returns published by the Bureau of Industries, it was estimated in 1891 at $108,721,076. The number of animals is stated as follows :—

Cattle	1,978,815
Horses	678,459
Sheep	1,693,751
Pigs	1,156,316
Poultry	7,006,090

Dairy Farms. The value of the cheese exported has more than doubled within recent years, Canadian cheese being now recognized as the best made in America ; and of late years it has competed successfully with the English-made article. The following figures tell the progress of this trade in fifteen years :—

	Quantity exported.	Value.
1874	24,050,982 lbs.	$3,523,201
1884	69,755,423 lbs.	7,251,989
1887	73,604,448 lbs.	7,108,978
1889	88,524,837 lbs.	8,915,684
1890	94,260,187 lbs.	9,372,212
1891	106,202,140 lbs.	9,508,800

Such a rapid development in the cheese trade has naturally had the effect of limiting the production of butter ; but nevertheless 3,768,101 pounds of home production, valued at $602,175, were exported in 1891, and efforts are being made, with Government assistance, to establish creameries and improve the farmers in the art of butter-making, which has not as yet been very thoroughly understood among the majority of the rural population.

Fruit Farming. Fruit farming (embracing vine culture) is another branch to which the attention of the intending settler in Ontario should be directed. In any part of the Province of Ontario the farmer may have his orchard, and in many parts he has it ; but in the early struggle with the sturdy trees of the forest the pioneer had no time to think of such luxuries, and hence the planting of orchards was neglected. For many years, however, the apple trade has been steadily growing in importance, and plums, pears and peaches, and small fruits of every kind, form an important item in the marketable products of many a farm. The fruit region may be described in general terms as extending from the east end of Lake Huron, along Lake Erie, to the Niagara River, and including all the counties bordering on Lake Ontario. Though apples may be cultivated with profit in any of the settled portions of the province, it is only in the southern region above indicated that fruit culture has up to this time received much attention, and the success which has attended it has been so encouraging that vineries, orchards and fruit gardens on a large scale are numerous in the Niagara district and westward on the same line till the County of Essex is reached, which is regarded as specially adapted for the profitable cultivation of the vine.

Value of Farm Property and Taxation. The value of farm property, etc., in Ontario in 1891 was estimated at $971,886,068, made up of $621,245,223 farm land, $191,268,327 buildings, $50,651,442 implements, and $108,721,076 live stock. The total value of field crops in Ontario in 1891 was placed at $129,923,667. The growth of the farming industry is seen in the fact that during ten years the value of farm buildings has increased by 44 per cent, of farm implements by 36 per cent, and of live stock by 35 per cent. The average rate of direct taxation levied by municipalities in Ontario in 1887 for all purposes, including

schools, was $3.89 per head in townships, $4.88 in towns and villages, and $9.43 in cities, being equal to $5.03 per head for the whole population assessed.

Timber. The timber trade, or, as it is called in Canada, the "lumber" trade, offers a safe and profitable field for the employment of capital under experienced management. By the recent award of the Judicial Committee of the Privy Council, Ontario acquired undisputed sway over about ninety-three thousand square miles of territory, nearly all of which is under forest of the most valuable description. For many years to come this industry must continue to prosper and expand.

Dues were paid to the Provincial Government in 1891 on 454,878,754 ft. B. M. of saw-logs, principally white pine ; 1,700,000 ft. square timber, and 37,844,115 ft. B. M. dimension timber, besides telegraph poles, cordwood and railway ties, of which last there were reported as got out 975,841 pieces.

Minerals. The produce of the mine from Ontario is shipped almost exclusively to the United States. The industry is yet in its infancy, but there are opportunities for its development to an almost unlimited extent, and the experienced man of very moderate means can readily establish himself in the business, as mining lands are sold or leased by the Government at low figures. The mining regulations are of the most liberal character. In the matter of iron alone it is affirmed by competent judges that the Province of Ontario is rich enough in ore to make it a successful competitor with the United States in the production of iron. Gold, silver, nickel, lead and copper mining are also being successfully prosecuted, though the principal part of the country, supposed to be richest in mineral wealth, is yet almost unexplored. Clay for pressed brick is found in great abundance below the sandstone of the Niagara escarpment, and the manufacture of pressed brick and terra cotta is now becoming an important industry.

Natural Gas. Natural gas is found in the Lake Erie counties, and a number of wells have been bored which yield from one to ten million cubic feet of fuel gas per day.

Facilities for obtaining Farms. The price of farming land varies much according to locality. In the neighbourhood of the cities and large towns in the old-settled districts it is sometimes as high as $100, or £20 sterling, per acre, and from that figure it runs all the way down to £2, or $10, per acre, for partially cleared farms in newly-settled districts in the north-eastern part of the province. In speaking of the price of a farm in Ontario it is usually rated at so much per acre, including buildings, fencing, and all fixed improvements ; hence, many of the so-called highly-priced farms may carry a charge of $20 or more per acre on account of the value of the dwelling-house, stables, barns and other outbuildings, which are sometimes very commodious, substantial structures of brick or stone, costing from $3,000 to $5,000 or more.

The average price for good farms in the best agricultural districts in the old settlements is from $50 to $75 (£10 to £15) per acre, and at this figure usually a large amount of the purchase money may remain unpaid for a term of years, secured by mortgage at a rate of interest not exceeding 6 per cent. In the newer counties, where the land is but partially cleared, where a-half or the three-fourths of the farm is still in its primitive wooded condition, or "in bush," as the local phrase has it, prices range from $20 to $50 (say £4 to £10) per acre for really good farms, in good situations, to still lower figures where the situation and soil are not so favourable.

Free Grant Lands. Any head of a family, whether male or female, having children under 18 years of age, can obtain a grant of 200 acres ; and a single man over 18 years of age, or a married

man having no children under 18 residing with him, can obtain a grant of 100 acres. This land is mostly covered with forest, and is situate in the northern and north-western parts of the province.

Land Regulations.

Such a person may also purchase an additional 100 acres at 50 cents per acre, cash. The settlement duties are—to have 15 acres on each grant cleared and under crop at the end of the first five years, of which at least 2 acres are to be cleared annually ; to build a habitable house, at least 16 feet by 20 feet in size ; and to reside on the land at least six months in each year.

In the Rainy River districts to the west of Lake Superior, consisting of well-watered, uncleared land, free grants are made of 160 acres to a head of a family having children under 18 years of age residing with him (or her) ; and 120 acres to a single man over 18, or to a married man not having children under 18 residing with him ; each person obtaining a free grant to have the privilege of purchasing 40 acres additional, at the rate of one dollar per acre, payable in four annual instalments. The soil of this district is a deep rich loam, and an area of nearly a million acres is perhaps unsurpassed for fertility by any portion of the province. Rainy River itself is a fine navigable stream 150 to 200 yards wide and more than 80 miles long.

PROVINCE OF MANITOBA.

The Province of Manitoba is situated in the very centre of the continent, being midway between the Atlantic and Pacific Oceans on the east and west, the Arctic Ocean and the Gulf of Mexico on the north and south.

The settler in Manitoba will find schools, colleges, churches, and a kindred society. The social conditions, where settlement has taken place, leave nothing to be desired. Civilized society in the new world starts in its infancy from the point of the acquired knowledge of the old, and from the point of a first straggling settlement the building up of a community proceeds with great rapidity. In the course of a single summer villages have sprung up from the previous wilderness, at many points on the Canadian Pacific Railway.

Climate and Soil. The climate of Manitoba is warm in summer and cold in winter. The summer mean is 65° to 67°, which is very nearly the same as that of the State of New York. But in winter the thermometer sometimes falls to 30°, 40° and 50° below zero, although these extreme temperatures are very rare. The atmosphere, however, is very bright and dry, and the sensation of cold is not so unpleasant as that of a cold temperature in a humid atmosphere. Warm clothing, especially in driving, and warm houses are, however, required—that is, houses built to resist the cold.

The climate of the territory contiguous to Manitoba is of the same character, the isothermal line running from Winnipeg nearly due N.W.

Manitoba and the North-west Territories of Canada are amongst the absolutely healthiest countries on the globe, and are pleasant to live in. There is no malaria, and therefore no diseases arising out of, or particular to, either the province or the climate.

The climatic drawbacks are occasional storms and "blizzards," and there are sometimes summer frosts. But the liability to these is not greater than in many parts of Canada, and certainly not so great as in many parts of the United States immediately south of Manitoba.

Very little snow falls on the prairies, the average depth being about eighteen inches, and the native horses can graze out of doors all winter. In the unusual winter of 1879-80 the snowfall was deeper, but such was the case over all the continent. The whole of the continent of North America is liable to sudden variations and exceptions from ordinary seasons.

The snow goes away and the ploughing begins from the first to the latter end of April, a fortnight earlier than in the Ottawa region. The Red River opens at about the same time, and sometimes a fortnight earlier than the opening of the Ottawa River. The summer months are part of May, June, July, August and September. Autumn lasts until November, when the regular frosts set in. The harvest takes place in August, and lasts till the beginning of September.

The soil is a rich, deep, black, argillaceous mould, or loam, resting on a deep and very tenacious clay subsoil. It is nearly, if not quite, the richest soil in the world, and is especially adapted to the growth of wheat. Analyses by chemists in Scotland and Germany have established this fact.

The soil is so rich that it does not require the addition of manure for years after the first breaking of the prairie, and, in particular places where the black loam is very deep, it is practically inexhaustible. This great

richness of the prairie soil has arisen from the gathering of droppings from birds and animals and ashes of prairie fires, which have accumulated for ages, together with decayed vegetable and animal matter, the whole resting on a retentive clay subsoil. It is to the profusion of this stored-up wealth in the soil that the agriculturist from older countries is invited.

Trees are found along the rivers and streams, and they will grow anywhere very rapidly, if protected from prairie fires. Wood for fuel has not been very expensive ; and arrangements have now been made for bringing coal into the market on very reasonable terms. The Souris district in Manitoba produces abundance of good coal and there are large beds further west, which are now being brought into use. The whole of the vast territory from the United States boundary to the Peace River, about 200 miles wide from the Rocky Mountains, is a coal-field.

Water is almost everywhere found by digging wells of moderate depth on the prairie. The rivers and coulées are also available for water supply. Rain generally falls freely during the spring, while the summer and autumn are generally dry. The seasons, however, vary from time to time, as they do in all countries.

Yields of the Grains. The harvest of 1891 was a very favourable one, and the acreage in wheat was much larger than in previous years. It is estimated that the crop of wheat alone available for export will be 20,000,000 bushels.

The farmers are more confident than ever of the great future that is before the province, from an agricultural point of view. They are not likely to have a greater number of unfavourable seasons than other parts of the world, and with the better styles of farming now being practised, the average yields (which in only ordinary seasons are far above those in the most favoured of the United States) are more likely to go up than down.

Fruits, and what may be Grown. All the small fruits, such as strawberries, raspberries, currants, gooseberries, cranberries, plums, etc., are plentiful in Manitoba ; wild grapes are very common, and it is thought from this fact that some of the hardier varieties of cultivated grapes, grafted on the wild stock, might ripen in sheltered places. But this has not been tried, and is not sure. Some varieties of apples have been tried ; but it has not yet been sufficiently demonstrated that the apple, at least on southern stocks, will succeed in Manitoba. There is, however, the fact of its being largely grown in higher latitudes in Russia, and the probability is that by the use of stocks adapted to the climate it will succeed in Manitoba. The fact is, that all kinds of tree culture are yet in their infancy in Manitoba. Experiments in this matter are being made at the Experimental Farms, both at Brandon and Indian Head. The hop grows wild, with great luxuriance. Flax is adapted to the soil and climate.

Roots and Vegetables. Both the soil and climate of Manitoba are in a very high degree adapted for the growth of the ordinary roots and vegetables of the temperate zone. Potatoes yield very large crops with the simplest culture. The profusion with which this root comes is a surprise to visitors, and the quality is excellent. The same remark may be made of turnips, beets, mangels and other roots. Cabbages and cauliflowers grow to monster sizes.

Cattle and Stock-Raising. Manitoba offers many advantages for cattle-raising. Cows from the eastern provinces thrive and grow fat on the native grasses, and farmers are beginning to pay more attention to stock-raising, in order to mix their industries. The very great profusion with which potatoes and barley may be grown has suggested the profitableness of swine-feeding as a possible valuable industry of the country.

The question of warmth in winter is met by the large quantities of straw which many farmers burn to get rid of; and a very little care in timing the period at which litters appear would probably solve the only other question of difficulty in connection with this industry.

Communications and Markets. Manitoba has communication by railway with the Atlantic and Pacific Oceans and all parts of the continent—that is to say, a railway train starts from Halifax or Quebec, after connection with the ocean steamship, and runs continuously on to Winnipeg, and thence across the plains and through the mountains to the Pacific Ocean.

The section of the Canadian Pacific Railway to Port Arthur places the cereals and other produce of Manitoba in connection with Lake Superior, whence it can be cheaply floated down the great water system of the St. Lawrence and lakes to the ocean steamships at the ports of Montreal and Quebec; while the railway system affords connection as well with the markets of the older provinces as with those of the United States.

The following is a list of the railways in the province, and the milage of each under operation:—

	Miles.
Canadian Pacific Railway—	
Main Line	313·0
Emerson Branch	64·5
Selkirk "	22·5
Stonewall "	18·0
Gretna "	13·7
Pembina Mountain Branch	100·1
Souris Branch, Kemnay to Province line near Gainsboro'	78·9
Glenboro Section	45·4
Napinka "	17·8
Pipestone Extension	30·0
Manitoba South-western Railway	218·0
Northern Pacific and Manitoba Railway	665·6
Great North-west Central Railway	50·0
Winnipeg and Hudson's Bay Railway (constructed)	40·0
Manitoba and North-western Railway	250·0

The river system of Manitoba and the North-west is a striking feature of the country. A passenger can leave Winnipeg and proceed *viâ* the Saskatchewan to Edmonton, near the base of the Rocky Mountains, a distance of 1,500 miles. The Assiniboine and Red Rivers are also navigable for a considerable distance.

With the present arrangements for transportation, wheat can be conveyed from Manitoba to the seaboard and all the markets on the continent on very favourable terms, a fact which enables the Manitoba farmer to get a high price per bushel for his product.

The farming interests of Manitoba and the North-west are not, however, confined to wheat. Large stock interests are being rapidly developed. The experiment of shipping cattle to Great Britain direct from the ranges has been made, and considerable numbers were sent forward in 1891. The plains of Alberta are particularly well adapted for horse-breeding, and that has been made a special industry. There is always a good market for horses, and with proper attention to breeding this industry must become one of great importance. Some very fine animals sent forward in 1891 sold readily and at good prices.

There is a system of stage coaches from the various railways to outlying settlements, the advantages of which will be obvious.

What Capital to begin with. A settler in Manitoba may commence on comparatively small capital—that is, enough to build one of the inexpensive houses of the country, to buy a yoke of oxen

and a plough, his seed grain, and sufficient provisions to enable him to live for one year, or until his first crop comes in. With a little prudence and endurance at first, from this point he may attain to a position of plenty and independence.

On the other hand, a settler may take with him to Manitoba or the North-west Territories considerable capital and invest it in large farming operations, either in wheat-growing or stock-raising, both of which he will probably find very profitable.

The settler requires either a team of horses or a yoke of oxen, a waggon or a cart, a plough and harrow, chains, axes, shovels, stoves, bedsteads, etc., which he can obtain for about $300, or £60 stg. A primitive house and stable may be built for £30 more. The cost of necessary provisions for a family would be from £18 to £20. The cost of these several items may vary with circumstances, and be more or less, the prices being affected by the cost of transport and railway facilities; but a settler who goes on his farm sufficiently early to plant potatoes and other crops may live at very little cost. Or the sum of £125 stg., which is in round numbers about $600 of Canadian currency, would enable a farmer to begin on a moderate scale of comfort. That sum would be divided perhaps, in some cases, as follows :—

One yoke of oxen, $100 ; one waggon, $65 ; plough and harrow, $25 ; chains, axes, shovels, etc., $30; stoves, bedsteads, etc., $60; house and stable, $150 ; provisions, $135—in all, under $600. The above prices are subject to variation, for the reasons above stated.

Of course, a capital of £200 (or $1,000) would enable a farmer to start in better style and with more comfort; but many have started with much less and are now well off. For instance, the Red River cart, which costs from $15 to $20, and one ox, might do all the teaming required on a small farm to begin with, and after the first "breaking" one ox could do all the ploughing required for a family.

Hints for Settlers in Manitoba.

The settler from older countries should be careful to adapt himself to those methods which experience of the country has proved to be wise, rather than try to employ in a new country those practices to which he has been accustomed at home. For instance, with respect to ploughing, or, as it is called "breaking" the prairie, the method in Manitoba is quite different from that in the old country. The prairie is covered with a rank vegetable growth, and the question is, how to subdue this and so make the land available for farming purposes.

It is especially desirable for the farmer who enters early in the spring to put in a crop of oats on the first "breaking." It is found by experience that the sod pulverises and decomposes under the influence of a growing crop quite as effectually, if not more so, than when simply turned and left by itself for that purpose. There are also fewer weeds, which is of very great importance, as it frequently happens that the weeds which grow soon after breaking are as difficult to subdue as the sod itself. Large crops of oats are often obtained from sowing on the first breaking, and thus not only is the cost defrayed, but there is a profit.

The settler should plant potatoes the first year for his family use and do other little things of that kind. Potatoes may be put in as late as June the 20th. All that is required is to turn over a furrow, put the potatoes on the ground, and then turn another furrow to cover them, the face of the grass being placed directly on the seed. No hoeing or further cultivation is required, except to cut off any weeds that may grow. Very heavy crops of fine potatoes have been grown in this way.

Before the prairie is broken the sod is tough, and requires much force to break it ; but after it has once been turned the subsequent ploughings are found to be very easy, and gang ploughs may easily be used. On account of the amount of force required to break the prairie in the first instance, many prefer oxen to horses.

Cities and Towns. It must be borne in mind that Manitoba only came into existence as a province in 1870. It has only possessed railway connections with the outer world since 1878. The following are some of its principal places :—

Winnipeg (pop. 25,642), Portage la Prairie (3,363), Brandon (3,778), and Selkirk. There are a large number of other smaller towns and villages.

THE NORTH-WEST TERRITORIES.

General Features.

Much of the general information given respecting the soil, climate, productions, etc., of Manitoba, apply equally to large parts of the North-west Territories.

Outside of the Province of Manitoba extends the region known as the North-west Territories of Canada. It is bounded on the south by the 49th parallel, which divides it from the United States. It follows this line west to the base of the Rocky Mountains, which it touches at very nearly the 115th degree of west longitude, and takes a north-west trend along the summit of the Rocky Mountains until it comes in contact with the territory of Alaska, and proceeds thence due north to the Arctic Ocean.

A remarkable feature of the great area known as the North-west Territories is its division, along lines running generally north-west and south-east, into three distinct prairie steppes, or plateaux, as they are generally called. The first of these is known as the Red River valley and Lake Winnipeg plateau. The width at the boundary line is about 52 miles, and the average height about 800 feet above the sea—at the boundary line it is about 1,000 feet. This first plateau lies entirely within the Province of Manitoba, and is estimated to contain about 7,000 square miles of the best wheat-growing land on the continent or in the world.

The second plateau or steppe has an average altitude of 1,600 feet, having a width of about 250 miles on the international boundary line, and an area of about 105,000 square miles. The rich, undulating park-like country lies in this region. This section is especially favourable for settlement, and includes the Assiniboine and Qu'Appelle districts.

The third plateau or steppe begins on the boundary line at the 104th meridian, where it has an elevation of about 2,000 feet, and extends west for 465 miles to the foot of the Rocky Mountains, where it has an altitude of about 4,200 feet, making an average height above the sea of about 3,000 feet. Generally speaking, the first two steppes are those which are most favourable for agriculture, and the third for grazing. Settlement is proceeding in the first two at a very rapid rate, and in the third plateau it is beginning, while numerous and prosperous cattle ranches and homesteads have been established.

The means of communication between the various portions of this enormous stretch of fertile country are being extended and improved at a very rapid rate. The main line of the Canadian Pacific Railway intersects it at an average distance of 80 to 100 miles from the International Boundary. All the Saskatchewan River is navigable and navigated from Edmonton to the Grand Rapids, near Lake Winnipeg, a distance of 940 miles.

The following railways are now constructed and in active operation, namely :—

	Miles.
Canadian Pacific Railway, main line	752·00
Souris Branch, Province line near Gainsboro' to Estevan	77·03
Qu'Appelle, Long Lake and Saskatchewan	253·96
Calgary and Edmonton Railway, completed north to Edmonton and South to Fort Macleod	301·08
Manitoba and North-western Railway	58·00
Alberta Railway and North-west Coal and Navigation Company	173·00

In this way the markets of British Columbia and the eastern markets are opened not only to the settlers on the main line of the Canadian Pacific Railway, but to those in the fertile regions of South-western Assiniboia and the North Saskatchewan, and the agricultural areas extending between Calgary, Edmonton and Battleford.

PROVISIONAL DISTRICTS.

The Dominion Government, by Order in Council, has formed out of this territory four provisional districts, named respectively *Assiniboia*, *Saskatchewan*, *Alberta* and *Athabasca* (see map).

DISTRICT OF ASSINIBOIA.

Qu'Appelle. This district comprises an area of about 90,000 square miles. The valley of the Qu'Appelle is in the district of Assiniboia, being on the second plateau or steppe of the continent, reaching from Red River to the Rocky Mountains. This valley is a favoured part of the North-west, and settlement in it is proceeding with surprising rapidity. The Dominion Experimental Farm for the Territories is established at Indian Head, District of Assiniboia.

In this district several colonization experiments are under trial, which deserve more than passing notice. In 1883, 1884 and 1885 a number of families were sent out from Scotland, and from the East End of London. Sums of about £100 to £120 were advanced to each head of a family, which have been expended upon their homesteads. Altogether about 100 families have been assisted by various organizations, and the progress of the settlements is being watched with much interest. In 1888 and 1889 about 80 families of crofters from the Hebrides were also settled, under a somewhat similar arrangement to that already referred to, the money being provided out of a special fund furnished partly by the Imperial Parliament and partly by public subscriptions. Forty-nine of the families are located at Saltcoats, in the North-west Territories, and 30 near Pelican Lake, in Southern Manitoba, and they seem to be making very fair progress.

Many towns and villages have sprung up within the last few years with surprising rapidity, on the line of the Canadian Pacific Railway, in Assiniboia. Among these may be mentioned Broadview, Indian Head, Qu'Appelle, Regina (the capital), Moose Jaw, Swift Current and Medicine Hat.

DISTRICT OF SASKATCHEWAN.

This district comprises about 107,000 square miles; but, owing to the line of the Canadian Pacific Railway being taken south, through the districts of Assiniboia and Alberta, it has of course not settled so rapidly as these. It yet, however, contains the flourishing settlements of Prince Albert, Battleford and others. It is a district of immense resources, the two branches of the great River Saskatchewan passing through a large part of its territory. It has several projected railway lines to Prince Albert and other settlements, one of which between Regina and the town of Prince Albert is now in operation.

Prince Albert. The settlement of Prince Albert, which is at present the best settled portion of the Prince Albert district, comprises that part of the peninsula formed by the north and south branches of the Saskatchewan, which lies between two deep belts of fir fifty miles apart, and which trend across the peninsula from river to river, and, in the opinion of the settlers, form an impassable barrier to the grasshopper, which insect has never yet done any injury throughout the area inclosed by these two belts of evergreen timber and the two rivers. The settlement, as thus defined, contains something like a million acres of very fertile land. The soil is mainly argillaceous with superficial deposits of vegetable mould, varying in depth from 12 inches to 4 feet. The clay is whitish when dry, and is made into excellent bricks at Prince Albert. This settlement may be

said to occupy the true centre of the great fertile belt of the Saskatchewan, but the intending immigrant need not confine his destinies to Prince Albert settlement alone. There are adjacent districts quite as worthy of his notice, as far as land is concerned. The Paywanan and Fort à la Corne country is of a fine character. So also are the Stoney Creek and Carrot River regions, where many families are already comfortably settled upon lands of a rich character. This is also a great hay region, and promises to be a very fine and flourishing district when developed. But of all the localities tributary to Prince Albert, perhaps the most inviting is that known as the Shell River country, which lies north-west of the Saskatchewan, a region which is being surveyed and opened up for settlement this summer, and which is within easy reach of the town by a good trail. It is drained by a beautiful gravelly stream of clear water, bordered by the most luxuriant hay meadows in the country.

Features and Climate. The whole region is interspersed with clumps of spruce of good growth, furnishing an abundant supply of building timber of the best quality. Clear lakes, generally abounding in fish, are numerous; game is abundant, and the quality of the soil excellent. Indeed it would be difficult to exaggerate the interesting features of this beautiful region, which is, to a considerable extent, unoccupied as yet by settlers, and untouched by the speculator or the landed corporation; therefore, the immigrant will find in this region a fair field for the exercise of his choice of a home. The winter climate of Prince Albert is more agreeable than that of many parts of the prairies. It is not windy in winter, and there is an entire absence of "blizzards." The snow is seldom deep, and the falls are not frequent, the winter weather being generally brilliantly clear and exhilarating. The summer climate is simply delightful. Being in a higher latitude than Manitoba, the daylight is longer, and one can easily read small type by natural light at ten o'clock at night in the end of June. This lengthened sunshine also contributes to the ripening of grain; the quality of wheat varies inversely as to the distance from the northern limit of its growth. Frost sometimes attacks it, as in Manitoba, in seasons when the spring has been late and seeding protracted. But frost need not deter the immigrant from going there. This is indisputably a wheat-growing country, and an occasional frost is what has visited every new settlement in every province of the Dominion. The June frosts, for example, which do so much damage in Ontario, are unknown at Prince Albert. This is a very important fact, and should be borne in mind when frosts in this country are spoken of. They occur in the latter part of August, when a "break," more or less decided, generally takes place in the weather. Local observations continued for a number of years, compared with the experiences of other localities on this and the other side of the line, lead to the conviction that in no degree is this district worse off in respect of early frost than other settlements in the Territories, Manitoba and the north-western States. Except in 1887, which was an unusually late season, there has been little or no damage by frost to the wheat crop here in recent years; and the belief is confidently held that with more general settlement of the country, progressive agricultural methods, and close attention to varieties of seed, injury and loss from this cause may be effectually guarded against.

Crops and Products. Early sowing is of great importance. Spring wheat is grown, winter varieties not suiting the climate. Since 1885 Red Fyfe has been the kind chiefly grown, with White Russian and other varieties in smaller quantities; and latterly Ladoga has been introduced by samples sent out by the Dominion Government from the

Central Experimental Farm at Ottawa. All these varieties have done well, and judging from observations spread over a number of years, it may be safely concluded that the wheat raised in this district will compare favourably, both in quantity and quality, with that grown in any other locality in the North-west Territories.

Oats and barley are raised here as easily and with as good results as anywhere else, as practical men will easily understand from what has been said on wheat-growing. Hitherto six-rowed or four-rowed barley has been grown, but the attention which in other parts of the Dominion is being directed towards the production of two-rowed barley for export has not been unnoted here. Samples have already been grown with good results.

Agricultural roots of all kinds are cultivated successfully. Potatoes, turnips, carrots, mangolds and beets are sure crops. They all yield well, are in quality second to none, and particularly free from disease or damage from insects. Garden vegetables do well, and are more or less grown by farmers.

As a stock-raising country no part of the great North-west can offer superior advantages. The climate, food and water are all that can be desired, and during the last five years great progress in this branch of wealth has been made, not only in increase in numbers, but also in the quality of the stock raised, a number of thorough-bred animals of different kinds having been imported.

Rivers. Among the great features of Prince Albert are its two noble rivers, the North and South Saskatchewan, here only eighteen miles apart. These magnificent streams, which rise in the Rocky Mountains and are fed by melting snows in that great range, after a career of 500 miles unite about thirty-five miles below the town of Prince Albert, between precipitous and almost mountainous banks. Thence the river carries its intermingled floods 500 miles further, into the great Lake Winnipeg, as long though not as wide as Lake Superior, and connected by Nelson River with Hudson's Bay. In winter the water of both branches of the Saskatchewan is as clear as crystal, but as soon as spring opens it becomes highly coloured with alluvium washed from its banks. Both rivers rise with the increasing heat of summer, there being three marked freshets—in spring, in June and in August. This is owing, of course, to their sources lying in the mountains, and consequently they differ greatly from rivers which have their origin in the prairie, and depend upon seasonable rain for their summer supply. The Saskatchewan also differs in other respects from what may be called local and inland streams. It is "continental" in its mighty resources and natural importance. There are but four rivers in North America east of the Rocky Mountains which may justly be called continental, and the Saskatchewan is one of the four. Transportation by its waters can be greatly facilitated by the removal of certain obstructions; and this improvement will be called for in the near future. The natural resources and productions of the country through which it flows, coal and cereals, which cannot endure a costly transport, may yet be carried cheaply by its current, as on the Danube, in flat boats, which any farmer can build, while the manufactures of the east, which can stand heavier charges, must be carried against it. An expenditure of sixty thousand pounds would probably make a river 1,500 miles long navigable from its discharge almost to its fountains. There are abundant evidences of large deposits of coal in several parts of the district, and gold is found in the Saskatchewan River.

Town of Prince Albert. The town of Prince Albert is situated on the North Saskatchewan, about thirty-five miles from the Forks, and is nearly in the centre of the Provisional District of Saskatchewan. It was founded in 1886, and now possesses an energetic population. There are four churches, English, Roman Catholic, Pres-

byterian and Methodist, two brick school-houses, built at a cost of $10,000, North-west Mounted Police barracks, several hotels, and two newspapers, and all the trades are well represented. There are also two large flour mills and three saw mills, and sash and door factories. The telephone is in use in all the principal offices, while telegraphic communication was established some years ago. The town is a natural centre of trade and industry, and though 500 miles west of Winnipeg, has, without any adventitious aid, grown rapidly, and long been a distributing centre.

New Railway. Now, however, that the Qu'Appelle, Long Lake and Saskatchewan Railway has been completed and the town has direct railway communication with the outside world, it may be expected to grow still more rapidly, and soon become a place of commanding importance. This railway, which was opened in October, 1890, passing as it does through the most fertile portions of the district, will be of immense benefit to the present population and undoubtedly give a great stimulus to settlement. The line is now open from Regina to Prince Albert, a distance of about 248 miles, and will have branches to the Elbow of the North Saskatchewan and to Battleford. Prince Albert also is said to be nearer than Winnipeg to Churchill, which possesses a splendid harbour on Hudson's Bay, and a short line of railway would carry the wheat of the Fertile Belt from Prince Albert to Churchill, where it could be unloaded direct into the ocean steamers ; and when it is considered that Prince Albert is as near to Liverpool as Toronto, the importance of this route will be understood.

DISTRICT OF ALBERTA.

This district comprises an area of about 106,000 square miles, bounded on the south by the international boundary ; on the east by the district of Assiniboia ; on the west by the Province of British Columbia, at the base of the Rocky Mountains ; and on the north by the 18th Correction Line, which is near the 55th Parallel of Latitude.

Nature has been lavish in its gifts to the District of Alberta. A great portion of this district being immediately under the Rocky Mountains, has scenery of magnificent beauty, and the numerous cold rivers and streams which flow into it from the mountains have waters as clear and blue as the sky above them, and abound with magnificent trout.

The great natural beauties of this district seem to point out these foothills or spurs of the Rocky Mountains as the future resort of the tourist and health-seeker, when the eastern plains will have their population of millions.

The Dairy and Ranche Region of America. This district may also be said to be pre-eminently the dairy region of America. Its cold, clear streams and rich and luxuriant grasses make it a very paradise for cattle. This is at present the ranch country. Numerous ranches have been started, both for horses and neat cattle, which have already assumed positions of great importance. Experience has proved that with good management the cattle thrive well in the winter, the percentage of loss being much less than that estimated for when these ranches were undertaken. We have in these facts the commencement of great industries, and the ranches are already sending their cattle to the eastern markets and to those of the United Kingdom. The ranches also contain large numbers of sheep.

The census returns of 1891 showed that horses over three years old numbered 20,704 ; colts and fillies, 11,266 ; milch cows, 10,785 ; other horned cattle, 134,064 ; sheep, 16,057 ; and swine, 5,103. In the three provisional districts of Alberta, Assiniboia and Saskatchewan the increase of live stock in 1891 was 220,400 over 1885.

Mixed Farming. Questions have been raised in the past as to the suitability of the District of Alberta for ordinary farming operations, an opinion prevailing that it should be given up to the ranches. This question, however, of its suitability for mixed farming, specially that in which dairying has a large share, is no longer doubtful, proof having been furnished by actual results. The writer of these pages has seen in both favourable years crops of grain, including wheat, and of roots and vegetables, in the vicinity of Calgary, which were large and perfectly ripened, leaving nothing in this respect to be desired. A cheese factory and two creameries were erected at the foot of the Rocky Mountains in 1888.

The Plains. It may further be remarked in this place, that the country along the line of the Canadian Pacific Railway, from Moose Jaw to Calgary, had been commonly said to be a desert, incapable of growing crops. It is true that at certain seasons the aspect of these plains is not very inviting. But it has also been demonstrated to be true that the theory advanced by Professor Macoun, the botanist of the exploratory surveys of the Canadian Pacific Railway, has proved to be quite correct. These plains in their natural state, as the summer advances, have a baked, and in some places cracked, appearance ; but when the surface of this crust is broken in the spring it absorbs the rainfall, and has sufficient moisture for vegetation.

With respect to those portions of the North-west plains of Canada in which alkali is found, Professor Macoun declares that they will become the most valuable of the wheat lands as settlement progresses, the alkali being converted into a valuable fertilizer by the admixture of barn-yard manure. The question, however, of the settlement of these plains is not one of the present, but in the near future, when other portions of the territory are peopled. Water is difficult to obtain on some parts of these plains ; and the colonist should always see that he selects some spot where this necessary article can easily be had.

Coal-fields and Mineral Resources. It is not only in agricultural resources that the district of Alberta is rich. There are in it the greatest extent of coal-fields known in the world. The Rocky Mountains and their foot-hills contain a world of minerals yet to be explored, comprising iron, gold, silver, galena and copper. Large petroleum deposits are known to exist. Immense supplies of timber may also be mentioned among the riches of Alberta, and these are found in such positions as to be easily workable, in the valleys along the numerous streams flowing through the foot-hills of the Rocky Mountains into the great Saskatchewan. It is needless to say that resources such as these, now that they are made accessible by the Canadian Pacific Railway, will not remain long without development.

Climate. The climate of Alberta has features peculiarly its own. It is, in the winter, liable to remarkable alterations. When the wind blows from the Pacific Ocean—and this is the prevailing wind—the weather becomes mild, and the snow rapidly disappears. When, however, it blows from the north over the plains, the weather becomes very cold, the thermometer sometimes going down to 30° below zero, this being the lowest point reached in 1883, on 28th November. In the summer there is liability to frosts, but they are generally local, and do not discourage the settlers.

Red Deer District. Settlements which have been formed in the Red Deer district have established successful conditions of mixed farming. Convincing testimony in support of this was furnished to a committee of the House of Commons in the session of 1890, and a very large

proportion of the settlement of the past season took place in the tract of country lying between the Red Deer River and Edmonton on the North Saskatchewan.

Calgary and other Towns.

Calgary (3,876) is the chief town in Alberta, and it is advancing with very rapid strides. Many substantial and really beautiful buildings are being erected. It is beautifully situated at the confluence of the Bow and Elbow Rivers. It is very thriving, and already does a large business. It commands a beautiful view of the Rocky Mountains. Other towns are Lethbridge (connected by railway with the Canadian Pacific line), where the coal mines are being worked; Fort Macleod, a ranching centre; Banff, in the recently formed National Park, near which anthracite coal is being mined, and where the famous sulphur springs are found, and Edmonton, which is the centre of the oldest settlement in the district.

The construction of the North-western Railway from Calgary to Edmonton, a distance of about 190 miles, was commenced in the summer of 1890, and completed in the following year.

DISTRICT OF ATHABASCA.

This district comprises an area of 105,000 square miles, bounded on the south by the district of Alberta; on the east by the line between the 10th and 11th ranges west of the north meridian of the Dominion lands system of survey; until, in proceeding northwards, that line intersects the Athabasca River; then by that river and the Athabasca Lake and Slave River to the intersection of this with the northern boundary of the district, which is to be the 32nd correction line of the Dominion lands townships system, and is very near the 60th parallel of north latitude; and westward by the Province of British Columbia.

This district has also vast resources, but being yet, from its northern position, out of the range of immediate settlement, a more detailed description of it is deferred.

BRITISH COLUMBIA.

Geography. The Province of British Columbia extends about 700 miles from south to north and nearly 500 from west to east, containing a superficial area of more than 380,000 square miles. It is separated from the rest of Canada by the Rocky Mountains, while the Pacific Ocean bounds it on the west, except for nearly 300 miles on the extreme north, where the Alaskan possessions of the United States interpose between it and the sea. The southern limit is the 49th parallel, which forms the international boundary between the province and the United States. The northern boundary is the 60th parallel.

Vancouver Island is separated from the State of Washington by the Strait of San Juan de Fuca. It is oblong in shape, extending north-westerly parallel with the mainland, from which it is divided by the channel of the Strait or Gulf of Georgia, a distance of 300 miles, with a varying width of from 20 to 60 miles.

Climate. Climate varies considerably, as the province is naturally divided into two sections, insular and continental. It is much more moderate and equable than that of any other province of the Dominion. In the south-western portion of the mainland, and particularly on the south-eastern part of Vancouver Island, the climate is much superior to that of southern England or central France. In this section of the province snow seldom falls, and then lies but a few hours or days. Vegetation remains green and the flowers are bright through the greater part of nearly every winter; while in spring and summer disagreeable east winds, excessively heavy rains and long-continued fogs are unknown. Generally speaking, spring commences in February in all parts of the province west of Cascade Mountains. East of these mountains the winters are short but sharp, continuing from six to ten or twelve weeks, with a temperature down sometimes as low as 20° or even 30° Fahrenheit. Summers in this region are correspondingly warm. Everywhere the climate is salubrious and healthy.

Agricultural Capabilities. In proportion to the area of the province, land suitable for agricultural purposes is small; but in the aggregate there are many thousands of square miles of arable soil, so diverse in character, location and climatic influences as to be suited to the production of every fruit, cereal, vegetable, plant and flower known to the temperate zone. West of the Cascade Mountains spring and early summer rains are quite sufficient to bring crops to maturity; but further east, in the great stock-raising interior, irrigation is generally required for mixed farming purposes. In this part of the province there are immense areas of open bunch grass country, admirably adapted to stock-raising and grazing; while the coast of the mainland and Vancouver Island are much better suited for mixed farming. Unoccupied land in these sections is all more or less timbered, but with a considerable acreage almost everywhere that can be easily cleared and brought under cultivation. Also, bottoms and small grassy swamps are to be found in nearly all the numerous valleys; and this is the description of land that settlers are looking after and locating on.

Government land is now somewhat remote from present centres of population; but plenty of it is yet available, both on the mainland and Vancouver Island.

Minerals. In the mineral resources British Columbia is by far the richest of all the Canadian provinces. Coal is abundant, while gold,

silver, iron, copper, galena, mercury, platinum, plumbago, mica, slate, salt and many others are widely distributed. With the exception of coal, nearly all other mining industries are in their infancy and awaiting development. A great deal of expensive prospecting has been done in different parts of the province, particularly in Kootenay, with, in many cases, most satisfactory results. Large capital, however, is required in opening up quartz and other mines. As this is beginning to seek investment in the country, the next few years are likely to bring great prosperity to a number of mining industries.

Timber. The timber resources of British Columbia are practically inexhaustible. The immense value of this industry, also comparatively new, is beginning to interest eastern lumbermen both in Canada and the States. Large tracts of valuable timber lands have already been purchased or leased by eastern capitalists, and extensive mills erected here and there, while many others are to be built in the near future. So far, lumbering has been confined to the vicinity of the salt water along the numerous and deep bays and inlets common to both Vancouver Island and the mainland; hence, the wonderful growth of timber covering many hundreds of thousands of acres in the interior is comparatively untouched and still available. Douglas fir, spruce, red and yellow cedar, hemlock, yellow cypress, white pine, oak, maple, alder, arbutus, cottonwood and many other kinds of timber are widely distributed; many of these, notably Douglas fir, spruce, cedar and hemlock fir reach gigantic proportions. In no part of the province is there a scarcity of timber.

Water. It may be stated, in passing, that excellent water may be found almost everywhere, a consideration of some importance to the intending settler.

Fisheries. Second to none of the above mentioned resources is that of the fisheries. The land-locked and quiet bays, inlets, fiords, together with rivers and even small streams, teem with valuable food fish of almost every variety known in the north temperate zone. Among them are salmon and cod, several species of each, halibut, sturgeon, herring, oolachan and many others, besides shell-fish. One of the most delicious of deep-water fish is the skit, or black cod, as it is sometimes called. This is considered far superior to the cod of Newfoundland, and has only to be introduced into the markets of the world to secure an almost unlimited demand. Up to the present time but little has been done in the way of locating the extensive cod banks that are known to exist off the coasts of British Columbia, and in consequence cod fishing as an industry has not been attempted. Outside salmon canning and fur-seal hunting, the astonishing fishery wealth of these waters is still lying dormant.

Manufactures. British Columbia has made great progress in manufacturing during the past ten years. The value of the yearly output having increased from under three million dollars in 1881 to nearly 12 million dollars in 1891.

Capitalists. Persons with capital are always welcomed in every province of the Dominion; but nowhere are there better prospects for married people than in British Columbia, where there are such a variety of valuable resources awaiting development, and when manufacturing industries are in their infancy. Real estate and house property, also, in all the cities, offer great inducements and safe investments for capitalists, large or small.

Farmers. Agriculturists with say $500 and upwards can do well on Government lands, providing they are able and willing to work and endure privation and hardship for a time. With more capital, farms

partially improved can be had in most of the districts at from $8 to $10 per acre and upwards—price, of course, depending upon location, quality of soil and improvements. Farm labour is generally in demand from early spring to late autumn, and immigrants purposing to take up land can, without much difficulty, get farm work for a time before pre-empting.

Mechanics and Labourers. Mechanics at present in all building lines find active employment, and are likely to continue to do so for some time to come. It must be borne in mind, however, that the rate of absorption is very limited, in consequence of British Columbian cities being small at present, although growing rapidly. Hence the influx of even a comparatively few carpenters, for example, would change the demand for such artisans into an excess of supply. These remarks apply also to common labourers.

Domestic Servants. So far as female and domestic servants are concerned no limit needs to be applied. Demand in this particular line has always been active, and is likely to remain so. Good homes can be provided for competent servant girls with satisfactory characters within a short time after arrival, on application to the Government Agents either at Victoria, New Westminster, Vancouver, or Kamloops, or even before arrival, if information be sent in advance that they are *en route*.

No Demand for other than Domestic Servants. Little or no demand exists for females other than domestic servants; hence, mother's helps, governesses, shop girls, etc., etc., should not emigrate to British Columbia, unless to join friends who can give them a home, till such time as they may be able to find employment of some description. School teachers are also included in this category.

Lighter Callings. The supply of clerks, book-keepers, salesmen, telegraphists, type-writers, draftsmen, etc., etc., is, and is likely to remain, so much in excess of demand that people in these lines coming to British Columbia must expect to be some time out of employment, unless able and willing to take hold of, perhaps, labouring work.

The Professions. All the cities in the province are pretty well supplied with professional men; yet, where increase of population is rapid, there may be room for "one more" lawyer, doctor, or dentist, especially if above the average in professional ability.

Land Regulations. Any person being the head of a family, a widow or a single man over 18 years of age, and a British subject, or an alien purposing to become a British subject, can pre-empt 160 acres of lands belonging to the province west of Cascade Mountains, or 320 east of these mountains, at $1 per acre. Two months' leave of absence under the Land Act, and an additional four months for sufficient cause, when applied for to the Chief Commissioner, can be had in each year till Crown deed is obtained. A certificate of improvement, showing that the claim has been improved to the extent of $2.50 per acre, is necessary before Crown deed can be issued. Timber and hay lands can be leased from the Government. Timber lands pay a yearly rental of 10 cents per acre, and a royalty of 50 cents per 1,000 feet on all logs cut. Leases of land for other purposes may also be granted by the Lieutenant Governor in Council.

Mining and Education. Mineral regulations pertaining to coal, placer and quartz mines of every description are of the most liberal character. Public education, both in common and high schools, is absolutely free and nonsectarian in character. Ample provision is made by the Government and municipal boards of cities for the entire school-going population; while in country districts a school is provided wherever 15

children can be mustered between the ages of six and sixteen within possible reach of a school-house. High schools are established in all the cities.

Dominion Government Lands in the Province. Under the operation of the terms of Union, all the lands in British Columbia within twenty miles of the Canadian Pacific Railway became the property of Canada at Confederation, with all the timber and minerals they contain (except the precious metals). This tract of land, with its timber, hay, water powers, coal, iron, and other valuable resources, is now administered by the Department of the Interior of Canada, according, practically. to the same laws and regulations as are the public lands in Manitoba and the North-west Territories, except that the homesteads must not only be resided upon and cultivated for not less than six months in each of the three years after entry, but they must also be paid for at the rate of one dollar per acre. Agencies for the disposal of these lands have been established at Kamloops, in the mountains, and New Westminster, on the coast. Very little agricultural land remains in the New Westminster District which has not already passed into private hands, and homesteading in the railway belt in British Columbia is now confined to the interior country, the agency for which is situated at Kamloops.

WAGES IN BRITISH COLUMBIA.

Stonecutters, stonemasons and bricklayers	$5 00 per day.
Their labourers	2 00 to $2 50 per day.
Plasterers	4 00 to 4 50 "
Carpenters and joiners	3 00 to 3 50 "
Shipcarpenters and caulkers	4 00 to 5 00 "
Cabinet makers and upholsterers	3 00
Painters	3 50 to 4 00 "
Shoemakers	2 00 to 3 00 "
Tailors	2 50 to 3 00 "
Tailoresses	1 00 to 1 50 "
Bakers (with board and lodging)	65 00 per month.
Butchers (cutters)	75 00 to 100 00 "
Slaughterers	75 00 "
Cigarmakers	2 50 to 4 00 per day.
Boys, as strippers, etc.	2 00 to 5 00 per week.
Printers	0 45 & 50 cts. a 1000 ems.
Waggon-makers	3 60 to $4 00 per day.
Tinsmiths, plumbers and gasfitters	3 50 to 4 00 "
Machinists, moulders, pattern and boiler-makers, and blacksmiths	4 00 to 4 50 "
Longshoremen	0 50 cents an hour.
Female domestic servants	12 00 to $25 00 per month.

LIST OF RETAIL PRICES OF ORDINARY ARTICLES OF FOOD AND RAIMENT.

PROVISIONS.

Bacon	$0 18 per lb.
Bread, white and brown	0 08 "
Butter, salt	0 30 "
Butter, fresh	0 40 "
Beef, mutton, and veal	0 12½ to $0 15 per lb
Pork	0 12½ to 0 16 "
Beer	0 10 per quart.
Candles	0 20 per lb
Cheese	0 20 "
Coffee	0 25 "
Corn meal	4 00 per 100 lbs.
Eggs	0 25 per dozen.

LIST OF RETAIL PRICES OF ORDINARY ARTICLES OF FOOD AND RAIMENT—*Concluded.*

PROVISIONS.

Flour, 1st quality	$ 5 50 per bbl.
Flour, 2nd quality	4 75 "
Flour, buckwheat	5 00 per 100 lbs.
Fish, dry cod	8 00 per cwt.
Firewood	3 00 to $3 50 per cord.
Ham	0 18 per lb.
Ham, shoulders	0 12½ "
Mustard	0 25 "
Milk	0 10 per quart.
Oatmeal	4 50 per 100 lb.
Pepper	0 25 per lb.
Potatoes	0 90 per bushel.
Rice	0 05 per lb.
Soap, yellow	0 09 "
Sugar, brown	0 05 "
Salt	0 02 "
Tea, black	0 50 "
Tobacco	0 75 "
Coal	8 00 per ton.

CLOTHING.

Coats, under, tweed	$ 6 00
Coats, over "	10 00
Trousers "	3 50
Vests "	2 25
Shirts, flannel	1 50
Shirts, cotton	1 00
Shirts, under, "wove"	1 00
Drawers, woollen, "wove"	1 00
Hats, felt	2 00
Socks, worsted	0 25
Socks, cotton	0 20
Blankets, per pair	4 00
Rugs	3 00
Flannel, per yard	0 40
Cotton shirting "	0 10
Sheeting "	0 25
Canadian cloth "	0 75
Shoes, men's	3 00
Shoes, women's	1 50
Boots, men's	3 50
Boots, women's	3 00
Rubber overshoes, men's	1 00
Rubber overshoes, women's	0 60

More detailed information can be obtained on application to the Department of the Interior, Ottawa; the Agents of Dominion Lands at Kamloops and Vancouver, B.C.; or to Mr. H. C. Buton, Agent General for the province, 33 Finsbury Circus, London, England.

THE EXPERIMENTAL FARMS.

In the early part of this work some reference was made to the Experimental Farms at Ottawa and elsewhere, but considering the very great value and importance of these institutions in promoting the success of Canadian agriculture, it is deemed advisable to give them more extended notice for the information of intending settlers. The country is indebted for the establishment of these farms to the present Minister of Agriculture, the Hon. John Carling, who introduced the measure for that purpose in the House of Commons, at Ottawa, during the Session of 1886. The wisdom of the proposal was so generally recognized that the Bill passed with scarcely a dissentient voice. The first step taken was the purchase of 500 acres of land outside of the city of Ottawa, upon which has been established the Central Farm, which is now in working order as a complete trial farm, the arrangements having all been made according to the newest designs and the latest knowledge. The Director, under whom is placed the control of all the Experimental Farms established by the Canadian Government throughout the Dominion, resides on the farm, also the Agriculturist and Dairy Commissione, the Entomologist and Botanist, the Chemist, the Horticulturist and the Poultry Manager. There is a laboratory fitted with the best appliances for the purpose of testing soils, fertilizers, etc., and for making analyses generally ; and there is a department fitted for testing the vitality of seeds. During 1890, 2,152 samples of seeds were received from farmers for testing, as well as several samples of soils. These samples were all tested, and the results communicated to the senders free of charge. The Entomologist investigates such insect pests as are found to be most injurious to farm crops, making trial of various insecticides and methods of treatment with a view of checking and preventing ravages. He also delivers addresses at farmers' meetings, and writes articles for the local press in such districts as any particular outbreak of injurious insects may make it desirable, advising the best known remedies. Experiments during 1890 were made with a large number of varieties of wheat, oats, barley and rye, and different kinds of root crops, the results of which were published and distributed among the farmers. During the year 1890 12,400 3-lb. bags of seed grain (consisting of early ripening wheat, two-rowed barley and oats) were distributed among the farmers for experiment, each farmer being asked to keep the seeds separated from other crops and report the result to the Director at the Farm. This was done with manifestly advantageous results. The Director and other officers have under their charge the experiments with cereals, grasses, fruit and vegetables ; and the Poultry Manager superintends the breeding of poultry of the best kinds, for the purpose of diffusing information as to the results. By no means the least important business of the Farm, under the immediate superintendence of the Director, is the raising of fruit and forest trees, which are distributed to the other farms, in order that the trees best adapted for planting in the several sections of the country may be ascertained. There are at present on the Farm forty-four head of thorough-bred cattle—Shorthorns, Ayrshires, Holsteins, Jerseys and Polled Angus—the intention being to establish facts of interest to farmers in relation to both stock and dairying. The area of Canada is so large and the climatic conditions vary to such an extent that the experience of one province is often quite distinct

from that of another, and it was felt that one farm would not, for these reasons, be able to be of sufficient value to the whole of Canada ; consequently, provision was made in the Bill for the establishing of other farms in different parts of the Dominion. Accordingly, for the Maritime Provinces of Nova Scotia, New Brunswick and Prince Edward Island, where the climatic conditions do not vary to any great extent, a piece of land containing 300 acres was purchased at Nappan, Nova Scotia, most of which is now under cultivation. Suitable buildings have been erected, and the same class of experiments are carried on as at the Central Farm, with the exception of the work of the Chemist and Entomologist, all of which is done at Ottawa. The farm at Ottawa answers the same purposes for the Provinces of Ontario and Quebec, being situated on the boundary between the two. In the Province of Manitoba a farm consisting of 640 acres near Brandon was chosen, having a large area of soil fairly representing the grain-growing district of the province, and having several kinds of soil required for experimental purposes. At Indian Head, in the North-west Territories, a piece of land containing 682 acres was chosen, the site presenting a rare combination of desirable features for experiments in agriculture, horticulture and forestry. Large portions of both of these farms are well under cultivation, and numerous experiments with generally satisfactory results have already been made with different varieties of early-ripening wheat and other grains, with two-rowed barley, and with a large number of kinds of forest trees. For the Province of British Columbia a tract of land containing 300 acres was chosen near Agassiz Station, on the Canadian Pacific Railway. As much of this land had to be cleared, the farm is not so far advanced as the others, but it is rapidly being brought under control. Already nearly 500 varieties of fruit trees and vines have been planted in orchards, of kinds suited to the climate ; and experiments with grains, roots, forage plants, stock and poultry will be conducted as at the other farms. As a result of these institutions it is expected that in a few years it will have been established what are the best kinds of grain, roots, fruit, vegetables and forest trees, most suitable for cultivation in the several provinces, the best times for sowing and planting, the best methods of treatment, and generally the kind of farming best adapted for each district ; and as the results of all experiments are published in bulletins distributed broadcast among the farmers, seeds and plants being also distributed, the benefit entailed to the country can hardly be over-estimated.

LAND REGULATIONS.

The following is a summary of the regulations applicable to the free grants or homesteads, sale, settlement, etc., of the lands of the Dominion Government ; also of the leading railway and land companies :—

FREE GRANTS, ETC.

Under the Dominion Lands Regulations all surveyed *even-numbered* sections, excepting 8 and 26 (Hudson Bay lands, *see* page 76), in Manitoba and North-west Territories, which have not been homesteaded, reserved to provide wood lots for settlers, or otherwise disposed of or reserved, are to be held exclusively for homestead. *Odd-numbered* sections (with the exception of 11 and 29, which are school lands) for 24 miles on each side of the Canadian Pacific Railway, may be generally stated to be railway lands, purchasable from the company, and not opened for homestead. There are also other railway lands, which have been appropriated in aid of similar undertakings, and generally speaking it may be said that sections bearing odd-numbers are either disposed of or reserved as grants in aid of the construction of railways.

Free grants of one quarter-section (160 acres) of surveyed agricultural lands may be obtained by any person who is the sole head of a family, or by any male who has attained the age of 18 years, on application to the local agent of Dominion Lands for the district in which the parcel applied for is situated, and on payment of an office fee of $10. At the time of making entry the homesteader must declare under which of the three following provisions he elects to hold his land, and on making application for patent must prove that he has fulfilled the conditions named therein :

1. By making entry and within six months thereafter erecting a habitable house and commencing actual residence upon the land, and continuing to reside upon it for at least six months in each year for the three next succeeding years, and doing reasonable cultivation duties during that period.

2. By making entry for the land, cultivating it for three successive years, so that at the end of that period not less than forty acres be under cultivation ; residing for at least six months in each year during that time within a radius of two miles of the homestead ; and erecting a house upon the homestead and residing in it for three months before application is made for patent.

3. By making entry and, within six months from the date thereof, commencing the cultivation of the homestead ; breaking and preparing for crop within the first year not less than five acres ; cropping the said five acres, and breaking and preparing for crop not less than ten acres in addition, and erecting a habitable house thereon before the expiration of the second year, and thereafter residing therein and cultivating the land for at least six months in each of three years prior to the date of the application for patent.

Persons making entry for homesteads on or after 1st September in any year are allowed until 1st June following to perfect their entries by going into actual residence.

The only charge for a homestead of 160 acres is the entrance fee of ten dollars. In certain cases forfeited pre-emptions and cancelled homesteads are available for homesteads, but slightly additional fees are demanded from

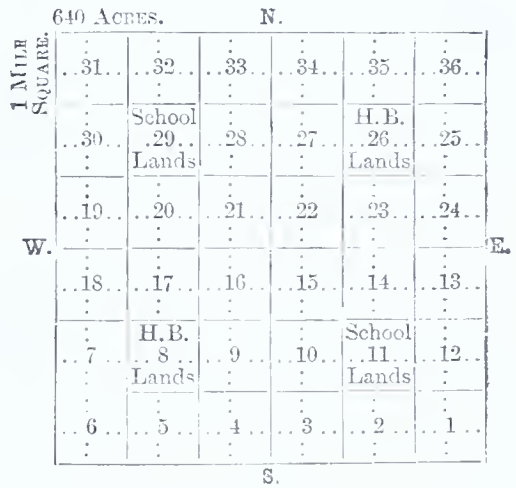
the settlers in each case, and when abondoned pre-emptions are taken up they are required to perform specified conditions of settlement. Full information can be obtained from the local agents.

In the event of a homesteader desiring to secure his patent within a shorter period than the three or five years, as the case may be, he will be permitted to purchase it at the Government price ruling at the time of entry, on furnishing proof that he has resided on the land for at least twelve months subsequent to date of entry, and has cultivated 30 acres thereof.

The pre-emption system has been abolished, but a settler desiring to acquire a larger holding than 160 acres, and having the means to pay for it, can buy from the Government a quarter-section adjoining his homestead, one-fourth of the purchase money being payable at the time of the sale, and the balance in three equal annual instalments with interest at six per cent per annum, or he may be able to buy from the railway company the whole or part of an adjoining odd-numbered section, as he may find expedient.

The following diagram shows the manner in which the country is surveyed. It represents a township—that is, a tract of land six miles square, containing 36 sections of one mile square each. These sections are subdivided into quarter-sections of 160 acres each.

TOWNSHIP DIAGRAM.



Free grants can be obtained within a reasonable distance to the west of Winnipeg and of the line of railway. An inquiry of any of the Government land agents will, however, elicit information as to the most desirable land available for settlement.

Information respecting timber, mineral, coal, grazing and hay lands may also be obtained from any of the land agents. Homesteaders are entitled to free permits to cut a specified quantity of timber for their own use only, upon payment of an office fee of 25 cents.

It must be distinctly understood that the land regulations are subject to variations from time to time. Settlers should take care to obtain from the land agents when making their entry an explanation of the actual regulations in force at that time, and the clause of the Act under which the entry is made endorsed upon the receipt, so that no question or difficulty may then or thereafter arise.

Lands at Private Sale.

The settler may sometimes find it convenient to buy lands partly improved, with buildings and fences upon them, of private proprietors. It very frequently happens that half-breed or other lands may be obtained on moderate terms.

Advances to Settlers.

The Government make no advances of money to settlers, and, for the better encouragement of *bonâ fide* settlement, reserve to themselves the right to declare null and void every assignment or transfer of homestead or pre-emption right made before the issue of the patent, except in cases where any person or company is desirous of assisting intending settlers, when the sanction of the Minister of the Interior to the advance having been obtained, the settler has power to create a charge upon his homestead for a sum not exceeding six hundred dollars, and interest not exceeding 8 per cent per annum, provided that particulars of how such an advance has been expended for his benefit be first furnished to the settler and verified by the local agent, or if the charge be made previous to the advance, then such charge shall only operate to the extent certified to by the local agent as having been actually advanced to or expended for the benefit of the settler. One-half of the advance may be devoted to paying the cost of the passage of the settler, paying for the homestead entry, providing for the subsistence of the settler and his family, and to erecting and insuring buildings on the homestead, and the remainder to breaking land and providing horses, cattle, furniture, farm implements, seed grain, etc.

For the further protection of the settler it is provided that the time for payment of the first instalment of interest or any such advance shall not be earlier than the 1st November in any year, and shall not be within less than two years from the establishment of the settler upon the homestead, and also that the settler shall not be bound to pay the capital of such advance within a less period than four years from the date of his establishment on the homestead.

Canadian Pacific Railway Company's Lands.

Price and Terms of Payment.

The company offers for sale agricultural lands in Manitoba and the North-west of finest quality. The lands within the railway belt, extending 24 miles from each side of the main line, will be disposed of at prices ranging from $2 (8s. sterling) per acre upwards.

If paid for in full at time of purchase, a deed of conveyance of the land will be given; but the purchaser may pay one-tenth in cash and the balance in payments spread over nine years, with interest at six per cent per annum, payable at the end of the year with each instalment.

Liberal rates for settlers and their effects will be granted by the company over its railway.

For further particulars apply to L. A. Hamilton, Land Commissioner, Canadian Pacific Railway Co., Winnipeg; or to Archer Baker, 17 James Street, Liverpool.

SOUTHERN MANITOBA LANDS.

For those desirous of purchasing, the land grant of the Manitoba South-western Colonization Railway Company, only recently placed on the market, offers special attractions. It consists of over 1,000,000 acres of the choicest land in America, well adapted for grain-growing and mixed farming, in a belt 21 miles wide, immediately north of the International boundary, and from Range 13 westward. That portion of

this grant lying between Range 13 and the western limit of Manitoba is well settled, the homesteads having been long taken up. Purchasers will at once have all the advantages of this early settlement, such as schools, churches and municipal organizations. The fertility of the soil has been amply demonstrated by the splendid crops that have been raised from year to year in that district. The country is well watered by lakes and streams, the principal of which are Rock Lake, Pelican Lake, Whitewater Lake, and the Souris River and its tributaries, while never-failing spring creeks take their rise in the Turtle Mountain. Wood is plentiful, and lumber suitable for building purposes is manufactured at Desford, Deloraine and Wakopa, and may be purchased at reasonable prices. At the two latter points grist mills are also in operation. The terms of purchase of the Manitoba South-western Colonization Railway Company are the same as those of the Canadian Pacific Railway Company, and applications to buy should be made to the same officer.

Hudson Bay Company's Lands.

Prices. Section No. 8, and three-quarters of Section No. 26, in the greater number of townships,* are Hudson Bay Company's lands, and all settlers must be careful not to enter upon them unless they have acquired them from the company. The prices vary according to locality. Mr. C. C. Chipman is the Chief Commissioner of the company. His official residence is at Winnipeg, and applications may be made to him.

Regulations for the Sale of Lands of the Manitoba and North-western Railway.

The lands within the grant to this railway company will be disposed of under the following regulations :—

Price. The price of land may be obtained from the Land Commissioner at Winnipeg ; it varies from $2.60 to $6 per acre, the price being regulated by the location of the parcel and the quality of the soil.

Terms of Payment. If paid for in full at the time of purchase a discount will be allowed, but the purchaser may pay one-sixth in cash and the balance in five annual instalments, with interest at 6 per cent per annum.

All sales are subject to the following general conditions :—

1. All improvements placed upon the land purchased to be maintained thereon until final payment has been made.

2. All taxes and assessments lawfully imposed upon the land or improvements to be paid by the purchaser.

3. The company reserves the right to take, without remuneration, a strip or strips of land 100 feet wide, to be used for right of way of the railway or any of its branches, wherever the same shall be located.

The lands of this company have been thoroughly examined by competent men, who made accurate diagrams of each section, and also a written description as to surface, soil, etc.

These diagrams and written descriptions of all the railway lands can be seen at the office of the company, at Winnipeg.

North-western Coal and Navigation Company's Lands.

Information as to Sales, etc.

This company owns in the district of Alberta, in the North-west Territories, 400,000 acres of choice farming and grazing prairie lands. The lands have been selected by the company's surveyor, with special reference to quality of soil and proximity to water, and are on the line of the company's railway from Dunmore (where it joins the Canadian Pacific Railway) to Lethbridge, the site of the coal mines.

The company have for sale blocks of land from 10,000 to 33,000 acres in extent, for grazing or colonization purposes, and are also willing to lease lands on favourable terms. Smaller farms, from 80 acres upwards, can also be obtained. Full information and plans may be obtained from the company's offices at Winnipeg, Dunmore and Lethbridge.

Calgary and Edmonton Railway Company's Lands.

This company's land grant, consisting of 1,900,000 acres of agricultural and ranching lands in Alberta, has been carefully selected by the company's land inspectors, and a report on any section can be seen at the company's land office in Winnipeg.

The railway runs through the centre of the district in which the lands are situated, connecting with the Canadian Pacific Railway at Calgary.

These lands are for sale at prices ranging from $2.10 per acre upwards, according to location and quality. At present the majority of the lands (within easy reach of the railway) are offered at $3.10.

Terms, one-tenth cash and balance in nine equal yearly payments, interest at six per cent.

For full particulars and free pamphlets and maps apply to Osler, Hammond & Nanton, land agents, Winnipeg, Manitoba.

Qu'Appelle, Long Lake and Saskatchewan Railroad Company's Lands.

This company's land grant, consisting of 1,500,000 acres of good agricultural land in the Saskatchewan District, has been carefully selected by the company's land inspectors, and a report on any section can be seen at the company's land office in Winnipeg.

The Qu'Appelle, Long Lake and Saskatchewan Railroad runs through the district, connecting with the Canadian Pacific Railway at Regina.

These lands are for sale at prices ranging from $2.10 per acre upwards, according to location and quality. At present the majority of the lands (within easy reach of the railroad) are offered at $3.10 per acre.

Terms, one-tenth cash, and balance in nine equal yearly payments, interest at six per cent.

For full particulars and free pamphlets and maps apply to Osler, Hammond & Nanton, land agents, Winnipeg, Manitoba.

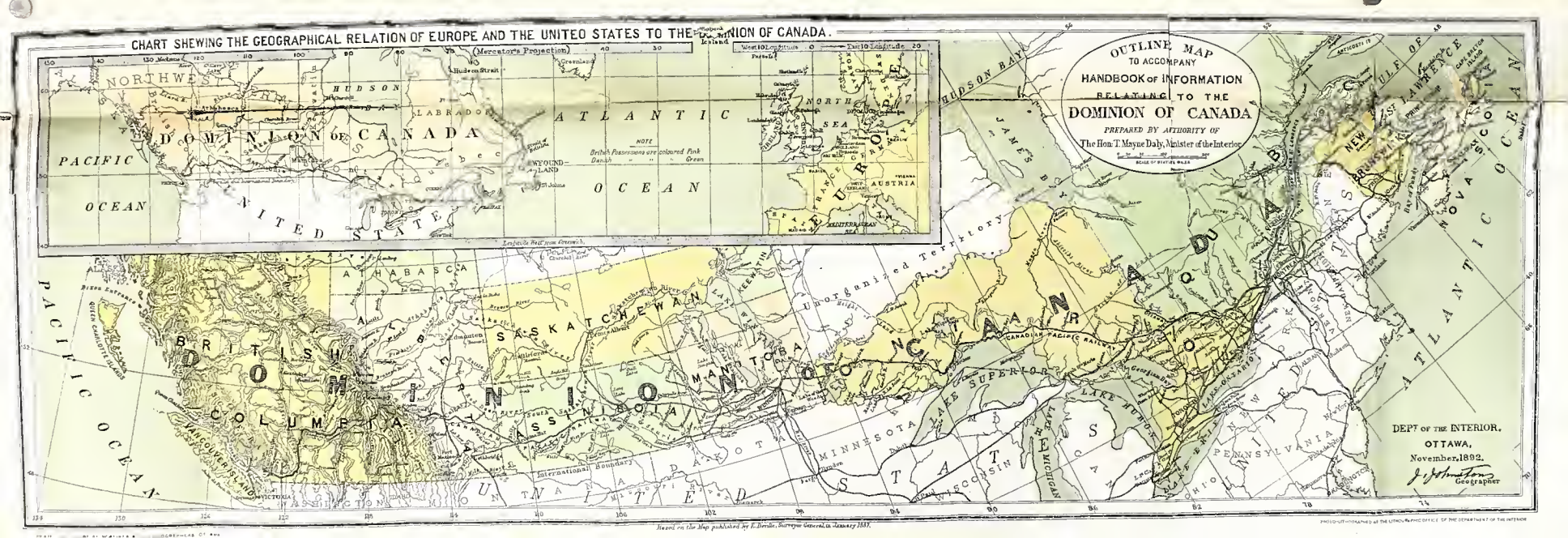


CHART SHEWING THE GEOGRAPHICAL RELATION OF EUROPE AND THE UNITED STATES TO THE DOMINION OF CANADA.
(Mercator's Projection)
NOTE
British Possessions are coloured Pink
OUTLINE MAP
TO ACCOMPANY
HANDBOOK of INFORMATION
RELATING TO THE
DOMINION OF CANADA
PREPARED BY AUTHORITY OF
The Hon. T. Mayne Daly, Minister of the Interior
DEPT OF THE INTERIOR.
OTTAWA,
November, 1892.
J. Johnston
Geographer
DOMINION OF CANADA
PACIFIC OCEAN
ATLANTIC OCEAN
UNITED STATES
HUDSON BAY
JAMES BAY
LABRADOR
NORTHWEST TERRITORY
ATHABASCA
SASKATCHEWAN
MANITOBA
ONTARIO
QUEBEC
NEW BRUNSWICK
NOVA SCOTIA
BRITISH COLUMBIA
ASSINIBOIA
Unorganized Territory
CANADIAN PACIFIC RAILWAY
LAKE SUPERIOR
LAKE HURON
LAKE ONTARIO
ST LAWRENCE
GULF OF
MINNESOTA
DAKOTA
MICHIGAN
WISCONSIN
PENNSYLVANIA
OHIO
International Boundary
Longitude West from Greenwich
Bearings on the Map published by E. Deville, Surveyor General, in January 1888.

MONTREAL.
WINNIPEG.
OTTAWA
TORONTO